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1851.

NEW SOUTH WALES.

GREAT LEADING THOROUGHFARES.

REPORT FROM THE SELECT COMMITTEE

ON THE

GREAT LEADING THOROUGHFARES
OF THE COLONY.

ORDERED, BY THE COUNCIL, TO BE PRINTED,

9th December, 1851.

Sydney:

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1851.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

VOTES No. 28, TUESDAY, 2 DECEMBER, 1851.

15. Great Leading Thoroughfares:—The Colonial Secretary moved, pursuant to notice, That a Select Committee be appointed, consisting of Mr. Leslie, Mr. Hughes, Captain Dumaresq, Mr. Donaldson, Mr. Holden, Mr. William Macarthur, Mr. Bradley, Mr. Icely, and Mr. Martin, to suggest an equitable distribution of the sums placed on the Estimates for 1852, amounting to £21,000, for the repair of the Great Leading Thoroughfares of the Colony.
Question put and passed.

VOTES No. 32, TUESDAY, 9 DECEMBER, 1851.

3. Great Leading Thoroughfares:—The Colonial Secretary, as Chairman, brought up the Report, with an Appendix, from the Select Committee appointed on the 2nd instant, to suggest an equitable distribution of the sums placed on the Estimates for 1852, amounting to £21,000, for the repair of the Great Leading Thoroughfares of the Colony.
Ordered to be printed.

EXTRACT from Minutes of Proceedings of the Select Committee on the Great Leading Thoroughfares of the Colony.

9 DECEMBER, 1851.

The Chairman having read the Report Drafted by him,—

Moved by Mr. Hughes, Seconded by Captain Dumaresq, "That" the Report read by the Chairman be now adopted as the Report of this Committee.

Another Draft Report having been read by Mr. Martin,—

Moved by Mr. Martin, Seconded by Mr. Holden, That the Question be amended by the omission of all the words following the word "That," with a view to the insertion in their place of the words "the Report read by Mr. Martin be now adopted as the Report of this Committee.

Question,—That the words proposed to be omitted stand part of the Question,—put and passed.

Original Question,—That the Report read by the Chairman be now adopted as the Report of this Committee,—put and passed.

(The Report read and proposed by Mr. Martin will be found appended to the Report adopted by the Committee.)

1851.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

GREAT LEADING THOROUGHFARES
OF THE COLONY.

The Select Committee of the Legislative Council, appointed on the 2nd December, 1851, "to suggest an equitable distribution of the Sums placed on the Estimates for 1852, amounting to £21,000, for the repair of the Great Leading Thoroughfares of the Colony," have carefully considered the matter referred to them, and have agreed to the following Report.

1. Your Committee first proceeded to determine the different classes of Roads on which the amount should be expended. It was accordingly agreed that they should be divided into the three following classes, viz. :—

1st.—The main leading thoroughfares within the Settled Districts.

2nd.—The leading thoroughfares within the Settled Districts, subordinate to the above.

3rd.—The leading thoroughfares beyond the Settled Districts.

That under Class 1 the following main leading thoroughfares should be included, viz. :—

1. Parramatta to Bathurst.
2. Saltpan Creek to Goulburn.
3. Murrumbidgee to the Gap above Murrumbidgee, leading to Liverpool Plains.
4. Brisbane to the Gap leading to Drayton.

That under Class 2 the following leading thoroughfares should be included, viz. :—

WESTERN ROADS.

1. Bathurst to Wellington.
2. Bathurst to Canowindra.
3. Bowenfels to Mudgee.
4. Parramatta to Windsor.

SOUTHERN ROADS.

1. Goulburn to Yass.
2. Goulburn to Braidwood.
3. Goulburn to Queanbeyan.
4. Marulan to Braidwood.
5. Cross-roads to Campbelltown.
6. Campbelltown to Picton, by Menangle.
7. Campbelltown to Appin.
8. Appin to Wollongong.
9. Wollongong to Shoalhaven.

NORTHERN

604

NORTHERN ROADS.

- 1. Newcastle to Maitland
- 2. Maitland to Gresford.
- 3. Singleton to Cassilis.

MORETON BAY ROAD.

- 1. Ipswich to Spicer's Peak.

That under Class 3, should be included the main thoroughfares *beyond* the Settled Districts, used for the conveyance of produce and supplies to and from the principal Shipping Ports on the Coast.

2. In the absence of detailed information respecting the state of the Roads in the different Districts, and the impossibility therefore of so apportioning the amount, as to render it most extensively beneficial in accomplishing the object in view, your Committee have been compelled to adopt the principle of mileage as the most equitable mode of distributing the sums applicable to the purpose, at least so far as respects the leading thoroughfares *within* the Settled Districts. It is obvious that without obtaining the evidence of a large number of witnesses, and a protracted enquiry, which the approaching close of the Session would render impossible, there is no other principle which can be adopted to guide your Committee in fulfilling the object of their appointment.

3. The next point for the determination of your Committee, was the proportion of the amount to be spent on the three several classes of Roads above described. It is evident that not only is the traffic much greater on the first class of Roads, thereby rendering more extensive repairs necessary, but they are of course equally available for the transport of the produce and supplies of the distant settler, as of the resident inhabitant; and this will justify a much larger expenditure of public money for the purpose, than for the subordinate thoroughfares described in the second class. Your Committee have therefore no hesitation in recommending that a sum of £25 per mile should be expended on this class of Roads; and £7 per mile on the second class.

4. With respect to the Roads beyond the Settled Districts, it has not been possible for your Committee in the brief time allowed them, to obtain such information as would enable them to apportion the amount according to the principle of mileage. It has accordingly been determined to recommend, that a fixed sum of £200 should be placed at the disposal of each Court of Petty Sessions, for the repair of the leading thoroughfares in their respective districts.

5. For the further information of your Honorable House, a Schedule has been prepared of the several Roads included in the first and second classes, showing the amount which will become applicable to the repair of the divers portions of them therein described. If the principle recommended by your Committee be adopted, the general result of the appropriation will be as follows, viz. :—

1. GREAT WESTERN ROADS.						
	£	s.	d.	£	s.	d.
Main leading thoroughfares	2,600	0	0			
Subordinate, ditto	1,862	0	0			
	<hr/>			4,462	0	0
2. GREAT SOUTHERN ROADS.						
Main leading thoroughfares	2,850	0	0			
Subordinate, ditto	2,352	0	0			
	<hr/>			5,202	0	0
3. GREAT NORTHERN ROADS.						
Main leading thoroughfares	2,625	0	0			
Subordinate, ditto	1,008	0	0			
	<hr/>			3,633	0	0
	<hr/>					
Carried forward.....				£13,297	0	0

	Brought forward.....£	13,297	0	0
4. MORETON BAY ROADS.				
Main leading thoroughfares	2,175	0	0	
Subordinate, ditto	315	0	0	
		2,490	0	0
Total within the Settled Districts.....£	15,787	0	0	
5. Main leading thoroughfares beyond the Settled Districts.	5,200	0	0	
GENERAL TOTAL	£	20,987	0	0

6. Your Committee, it will be perceived, have not proposed that any sum shall be given to the Sydney Road Trust, conceiving that, in the present state of the Roads in that district, the large amount of tolls collected therein will be found quite sufficient to keep them in a satisfactory state of repair. For the same reasons no sum has been proposed for the Road between Longbottom and Parramatta; but, with respect to all the other portions of Road belonging to the Cumberland Road Trusts, it will be seen that they have been included in the Schedule for the higher or lower contribution from the Public Funds, either as they have been considered as main or subordinate leading thoroughfares.

7. If it should be thought that the sum proposed for the repair of the Great Western Road, between Parramatta and Bathurst, is less than is desirable, considering the greatly increased traffic upon it, in consequence of its being the main thoroughfare of communication with the western gold fields, it must be borne in mind that, in addition to the sum in question, a large amount to be derived from the Tolls at Emu Ferry, the Seventeen Mile Hollow, and Broughton's Waterhole, and which may be estimated for the next year at not less than £2,500, according to the rule recently acted on, will be also applicable to the repair of that Road—making together upwards of £5,000, a sum probably as large as can be beneficially spent for the purpose in the year 1852.

8. Your Committee have had laid before them several applications for the appropriation of sums for the repair of Roads in various parts of the Colony. The following is a brief abstract of them, and of the recommendation they have to offer to your Honorable House in each case, viz. :—

1. An application from the Honorable Members for Gloucester and Macquarie, the North Eastern Boroughs, and the County of Northumberland, for the repair of the Road which leads from Raymond Terrace to Maitland.

Your Committee are of opinion that the Road in question does not come within the class of leading thoroughfares which would justify a compliance with the application.

2. An application from the Secretary of the Liverpool Road Trust. It will be seen by the Schedule that the amount proposed to be paid over to this Trust is £275.
3. An application from the Honorable Member for the Sydney Hamlets for the repair of the leading thoroughfares running through the Electoral District which he represents.
4. A Petition to your Honorable House from certain Proprietors and Residents interested in that portion of the Illawarra Road, leading from the Dam at Cook's River to the Punt at George's River.
5. An application from Mr. Richard Hill, in respect to the Road leading from St. Leonards' to the Northern Districts of the Colony.

Your Committee have arrived at the same conclusion in respect to the three last cases as on application No. 1, namely, that they do not come within the class of leading public thoroughfares entitled to a Grant from the Sums in question.

E. DEAS THOMSON,
Chairman.

Legislative Council Chamber,
Sydney, 9th December, 1851.

SCHEDULE of the Main Leading Thoroughfares within the Settled Districts.

MAIN LEADING THOROUGHFARES.	Distance in Miles.	At per Mile.	Proposed Appropriation.
1. PARRAMATTA TO BATHURST.		£	£
<i>Parramatta Trust.</i>			
Parramatta to Eastern Creek	9	25	225
<i>Penrith Trust.</i>			
Emu Ferry to Eastern Creek	11	25	275
Emu Ferry to Pulpit Hill	30	25	750
Pulpit Hill to Cox's River	22	25	550
Cox's River to Macquarie River	32	25	800
	104		2,600
2. SALTPAN CREEK TO GOULBURN.			
<i>Liverpool Trust.</i>			
Saltpan Creek to the Cross-roads	11	25	275
<i>Narellan Trust.</i>			
Cross-roads to the Cowpasture Bridge	15	25	375
Cowpasture Bridge to Picton	11	25	275
Picton to Berrima	31	25	775
Berrima to Marulan	26	25	650
Marulan to Goulburn	20	25	500
	114		2,850
3. MORPETH TO THE GAP ABOVE MURRURUNDI, LEADING TO LIVERPOOL PLAINS.			
Morpeth to Singleton	33	25	825
Singleton to Muswellbrook	28	25	700
Muswellbrook to Scone	17	25	425
Scone to Murrurundi	25	25	625
Murrurundi to the Gap	2	25	50
	105		2,625
4. BRISBANE TO THE GAP LEADING TO DRAYTON.			
Brisbane to Ipswich	27	25	675
Ipswich to the Gap	60	25	1,500
	87		2,175

SCHEDULE of the leading thoroughfares within the Settled Districts, subordinate to the Main leading thoroughfares.

LEADING THOROUGHFARES.	Distance in Miles.	At per Mile.	Proposed Appropriation.
WESTERN ROADS.			£
Bathurst to Frederick's Valley	26	7	182
Frederick's Valley to Wellington	91	7	637
Bathurst to Carcor	30	7	210
Carcor to Canowindra	32	7	224
Bowenfels to Mudgee	68	7	476
Parramatta to Windsor	19	7	133
	286		1,862
SOUTHERN ROADS.			
Goulburn to Yass	55	7	385
Goulburn to Braidwood	60	7	420
Goulburn to Queanbeyan	60	7	420
Marulan to Bungonia	10	7	70
Bungonia to Braidwood	55	7	385
Cross Roads to Campbelltown	9	7	63
Campbelltown to Picton, by Menangle	15	7	105
Campbelltown to Appin	10	7	70
Appin to Wollongong	21	7	147
Wollongong to Dapto	8	7	56
Dapto to Kiama	16	7	112
Kiama to Shoalhaven	17	7	119
	336		2,352
NORTHERN ROADS.			
Newcastle to Maitland	18	7	126
Maitland to Paterson	11	7	77
Paterson to Gresford	13	7	91
Singleton to Jerry's Plains	24	7	168
Jerry's Plains to Merton	13	7	91
Merton to Merriwa	35	7	245
Merriwa to Cassilis	30	7	210
	144		1,008
MORETON BAY ROADS.			
Ipswich to Spicer's Peak	45	7	315
	45		315

Draft

Draft Report proposed by Mr. Martin, but not adopted by the Committee.

The Select Committee of the Legislative Council, appointed on the 2nd December, 1851,
"to suggest an equitable distribution of the Sums placed on the Estimates for 1852,
"amounting to £21,000, for the repair of the Great Thoroughfares of the Colony,"
 have agreed to the following Report.

Your Committee, in the discharge of the duty which your Honorable House imposed on them, have assumed that it was not intended that the large additional sum of £15,000 proposed for the leading thoroughfares should be distributed in small portions over all parts of the Colony, both within and without the boundaries. However desirable it undoubtedly is to have good Roads in all directions, your Committee are aware that to effect such an object would require a sum to which even £21,000 bears a very insignificant proportion. The expenditure of the sum just mentioned, if applied to all the thoroughfares of the Colony, would scarcely suffice to put them into temporary repair, and is totally inadequate to the permanent construction of any extended line of road. It is only by limiting the distribution of this sum to what may strictly be termed the leading thoroughfares that a commencement can be made towards putting the highways of the Country in such an efficient state as to justify the erection of Toll Gates, and the handing them over to Local Trusts. In this view of the case your Committee think that the additional £15,000 placed on the Estimates ought to be applied exclusively to the following "leading thoroughfares," that is to say, (1) the Western Road from Penrith to Bathurst; (2) the Southern Road from Camden to Goulburn; (3) the Northern Road from Morpeth to the Gap at Liverpool Plains; and (4) the Moreton Bay Road from Ipswich to the Gap leading to Drayton. The traffic on the first two of these Roads has at all times been so considerable, and is now so enormously increased, in consequence of the recent gold discoveries, that your Committee are of opinion that the sum of £5,000 should be expended on each of them during the ensuing year, leaving £2,500 for each of the other two Roads. Your Committee are of opinion that £2,000 is as much as ought, considering the small amount proposed to be devoted to all the Roads of the Colony, to be expended beyond the boundaries, as no circumstances have recently arisen to render any increased expenditure in those parts necessary, particularly in localities where no fixed roads can be said to exist; the open nature of the country leaving it optional with the drivers of each team to select new tracks for themselves at pleasure. The remaining £4,000, your Committee think ought to be expended on the subordinate thoroughfares within the Settled Districts; and as your Committee have not before them sufficient information to guide them in the specific application of that sum, they think its distribution ought to be left to the discretion of the Executive Government, who would be able to act equitably on the information which they may from time to time receive. In appropriating the sums suggested to the leading thoroughfares before mentioned, your Committee do not think that the moneys received for tolls or ferries on those roads should be taken into consideration, with a view to diminish the amount of public aid to be conceded to them, as they are of opinion that those who pay most are entitled to the largest share of attention. By the adoption of the suggestions above made, and by carrying out the same principle in future years, your Committee are of opinion, that before any very long period will elapse, the people of this Country will enjoy the inestimable benefit of good roads and bridges, while by frittering away the public grants in merely casual repairs, the leading thoroughfares must ever remain in the same disgraceful state in which they are at the present moment.

TO THE CHAIRMAN OF THE DISTRIBUTION COMMITTEE.

SIR,

We most respectfully request that the sum of £500, or such other sum as may be thought proper, may be set aside out of the road fund, for the purpose of making, stumping, and repairing the road leading from St. Leonard's North Shore, to the several branch roads leading to the Northern Districts of the Colony.

We further beg most respectfully to call your attention to the dangerous state of this road, upon which nothing has ever been laid out by the Government, although it is in the immediate vicinity of Sydney, and if made will afford a land communication with the Northern Districts of the Colony, and will conduce to the health of the Metropolis, by affording a pleasant and healthy ride and drive for the Citizens of Sydney.

This

688.

6 APPENDIX TO THE REPORT FROM THE SELECT COMMITTEE ON THE

This road is forty miles shorter to East Maitland than the road formerly travelled by Wiseman's Ferry. There is a branch road made by Government at a great expense, leading from this road by Peat's Ferry to Brisbane Water; and from Brisbane Water there is a road already made to East Maitland; and the only bad part of the road from Sydney to East Maitland, is the first ten miles commencing from Sydney, being that part of the road for the repair of which this money is sought.

A Petition for making this road, largely signed, has been presented on the 18th November, by Mr. Darvall, and received.

We have the honor to be,

Sir,

Your most obedient humble Servants,

RICHARD HILL,

(For the Petitioners.)

TO THE HONORABLE THE LEGISLATIVE COUNCIL OF NEW SOUTH WALES.

The humble Petition of the undersigned Proprietors or Residents upon, or otherwise interested in that portion of the Illawarra Road leading from the Dam at Cook's River to the Punt at George's River,

Sheweth,

That in the year one thousand eight hundred and forty the Government marked a road from Sydney to Illawarra, for the purpose of opening a new district, and effecting a sale of Government lands.

That by means of such Road, and upon the faith of the same being regularly formed, opened, and completed, numerous parties purchased lands upon or in the vicinity of such Road.

That the Government has expended large sums of money in making the Roadway over the Dam at Cook's River, and also in making the Ferry and Punt at George's River available for the purpose of traffic, but save as aforesaid it has not expended any money whatever on the intermediate line of Road, and the same is now in an almost impassable state.

That the persons using such Road have been unable to obtain any assistance from the Government, and there have not been any Magistrates resident upon or near such Road, to superintend the expenditure of any amount to be granted by the Honorable the Executive Council, out of the moneys annually voted by your Honorable House for the maintenance and support of free Roads within the Settled Districts.

That in the year one thousand eight hundred and fifty the Proprietors qualified to vote, in the expectation that they would thereby be enabled to get a grant from the Executive Council to an amount sufficient to put the said Road into passable order, elected Trustees for the said Road, who, as soon as practicable, applied to the Executive Council for part of the money voted by your Honorable House.

That such application was refused on the ground that the Road being under Trust the Executive Council had no power to accede to the application.

That your Petitioners are informed that your Honorable House has recently voted a sum of money to the Botany Road, the Trustees of which made an application to the Executive Council for a grant of money, and were refused on the same grounds before stated.

That no Toll has ever been put upon the Road.

That although there is very considerable traffic upon and over the said Road, yet the same is incapable of supporting a separate Toll, and there is no money at the disposal of your Petitioners with which to put the said Road in order.

That if the said Road is put into order it is anticipated that there will be very considerable traffic from the Illawarra District, which will be very materially benefited thereby.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to take the premises into your consideration, and adopt such course as in your wisdom shall seem meet.

And your Petitioners will ever pray, &c.

[Here follow 31 signatures.]

TO THE HONORABLE THE LEGISLATIVE COUNCIL OF NEW SOUTH WALES, IN COUNCIL ASSEMBLED.

The Petition of the undersigned inhabitants of the Town of Balmain.

Most respectfully Sheweth,—

That at a public Meeting held for the purpose of taking into consideration the best means of repairing the public road leading from the Wharf in Darling Harbour on the east, through the town of Balmain, towards the Parramatta main road, there were appointed a Committee for collecting subscriptions, and effecting the necessary repairs.

That the sum of £90 16s. 6d. was collected by voluntary contributions, and the said road for a distance of one mile from the ferry repaired by contract, under the superintendence of C. E. Langley, Civil Engineer, at an expense of £140.

That

That the amount expended exceeds the sum collected by £49 3s 6d., which your Petitioners have still to make up.

That the repair of the said road is a great public convenience, not only to the inhabitants of the town, but to the public generally; but your Petitioners have no means of continuing the repairs so much required.

That as a sum of money has been voted by your Honorable House towards the repair of the roads throughout the Colony, your Petitioners humbly pray that on the distribution of the same, a sum equal to the amount subscribed, or such other sum as your Honorable House may see fit, may be allotted to the repair of the said road.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 10 signatures.]

*Liverpool Road Trust, Office,
December 3rd, 1851.*

GENTLEMEN,

I have the honor, by desire of the Commissioners of the Liverpool Road Trust, to bring under your attention their Petition, laid before the Honorable the Legislative Council by Mr. Darvall, praying for a sum of money to enable them to form and drain the portion of road placed in their Trust, the revenue of one Toll not being sufficient.

A correspondence, on their first taking charge, took place between the Commissioners and the Honorable the Colonial Secretary, in which the very imperfect repairs made on the Road were represented, and the costs necessary to complete the same estimated at £500.

The sums of money which were obliged to be expended upon those unfinished portions of road have absorbed, in great part, their funds, and diverted their application from the more general purposes of repairs, especially from any attempt at the reduction of two of the worst hills on the line, near the fourteen mile stone; this, together with the circumstance that large sums of money were expended on the Parramatta Road by the Parramatta District Council, previous to the Road Trusts being brought into operation, and that Tools, &c., were handed over to the Parramatta Road Trust Commissioners from that body, will, they trust, shew the equity of their request, as expressed in their Petition, especially as the Trust has never received the slightest assistance from the Government at any time.

I have the honor to be,

Gentlemen,

Your obedient Servant,

RICHARD SADLEIR, Secretary.

TO THE SELECT COMMITTEE OF THE HONORABLE THE LEGISLATIVE COUNCIL
FOR DISTRIBUTING THE GRANT FOR PUBLIC ROADS, &c., &c.

Sydney, December 4, 1851.

The undersigned Members of Council beg to draw the attention of the Select Committee of the Legislative Council, appointed to make an equitable distribution of the sum as voted for the repair of the great leading thoroughfares of the Colony, to the road which leads from Raymond Terrace to Maitland, which is always in a very bad state, and frequently quite impassable; with a view to some assistance being rendered to put it into a passable condition.

The actual distance is about ten miles; but as a portion thereof is on the road leading from the City of Newcastle to Maitland, about seven miles of it only will have to be repaired.

[Here follow 4 signatures.]