

1852.

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Victoria.

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ALLAN'S FORD BRIDGE.

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Return to Address,

MR. RUTLEDGE.—JULY 16, 1852.

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LAI'D UPON THE COUNCIL TABLE, BY THE COLONIAL SECRETARY,

BY COMMAND OF

HIS EXCELLENCY THE LIEUTENANT GOVERNOR,

AND

**Ordered by the Council to be Printed,**

NOVEMBER 5, 1852.

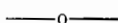
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Melbourne :

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# CORRESPONDENCE.—ALLAN'S FORD.

*The Superintendent of Bridges to His Honor the Superintendent transmits Returns of Works, already executed, and those proposed for 1851, chargeable to votes for Improvements within and beyond Settled Districts. (Two Enclosures.)*

Bridge Office,  
Melbourne, 26th October, 1850.

SIR,

HEREWITH I beg leave to forward, according to your Honor's instructions, a Return of all the works executed in Port Phillip, under my superintendance, and also of those proposed for the ensuing year, chargeable against the sums voted for Improvements within and beyond the Settled Districts.

2. With reference to the last mentioned Return, I would observe that it is difficult to make a selection of the works most urgently required when there are so many, a speedy commencement of which is very desirable.

I have the honor to be,  
Sir,  
Your Honor's most obedient servant,  
DAVID LENNOX,  
Superintendent of Bridges.

His Honor the Superintendent,  
&c., &c.

*Bridges and other Works proposed to be executed in 1851, chargeable against the Sums voted for that year for Improvements within and beyond the Settled Districts of Port Phillip.*

		£	£
SUM VOTED FOR IMPROVEMENTS WITHIN SETTLED DISTRICTS	...	...	500
<i>Proposed to be appropriated for—</i>			
Improvements within the City Boundary...	...	...	1000
Embankments at the Race Course, near the Saltwater River...	...	...	500
Bridge at the Moonee Ponds, and Approaches	...	...	400
Clearing road and raising it over a swamp from the Saltwater River to Tea Tree Creek	...	...	250
Widening and Fencing Dam at Geelong	...	...	350
Forming road, &c., from Cowie's Creek to Geelong	...	...	400
Improving road from Werribee River to Geelong	...	...	250
Bridge over the Barwon River, Buckley's Falls, and Embankments	...	...	600
Bridge over the Merri River, at Woodford, near Warrnambool, with Embankments	...	...	500
Improving the road near Portland	...	...	250
Improving roads in the Warrnambool District	...	...	500
		—	5000
SUM VOTED FOR IMPROVEMENTS BEYOND SETTLED DISTRICTS	...	...	1500
<i>Proposed to be appropriated for—</i>			
Bridge over the Leigh River, Ormond's Inn	...	...	374
"    "    Woody Yaloak, Matthews' Inn	...	...	300
"    "    Colac...	...	...	200
"    "    Lower Wannon, Arden's Inn	...	...	400
"    "    Crawford River, Walker's Inn	...	...	226
		—	1500

DAVID LENNOX,  
Superintendent of Bridges.

Bridge Office,  
7th January, 1851.

MEMO.—With reference to the Memorial from Warrnambool, your Honor will observe that in the amended Statement of proposed Works for this year, forwarded herewith, I have provided £500 for improvements on roads in that District. I am of opinion that there ought to be a bridge erected over the Hopkins; and the most eligible site can be determined upon as soon as the plan of the road can be obtained.

DAVID LENNOX,  
Superintendent of Bridges.

Bridge Office,  
7th January, 1851.

*Certain Inhabitants of Port Fairy, applying for 1000l. from the Sum voted for Roads and Bridges for 1851, for that District, and enclosing copies of Resolutions passed at a Public Meeting.*

Belfast, November, 1850.

SIR,

WE have the honor to forward for your information the following report of certain proceedings in this Township for the purpose of endeavouring to obtain justice for the Western District.

On the 24th of September, the following advertisement appeared in the local paper:

“THE WESTERN DISTRICT.

“A Preliminary Meeting will be held at the ‘Stag Inn,’ Belfast, on Wednesday evening next, the 25th September, at 7 o’clock, to consider the propriety of calling a Public Meeting for consulting the common good of the Western District, through its representatives in the Legislature of Victoria. It is hoped that all persons who can conveniently be present, will be in attendance, to assist in a matter of so great and general importance.”

In consequence of the above, a preliminary meeting took place on the 25th September, James Irvine, Esq., in the Chair, at which the following resolutions were carried unanimously:—

That as the Imperial Act for the separation of the Port Phillip from the Sydney District, under the royal name of “Victoria,” may be daily expected, it is requisite that the inhabitants of Port Phillip make the necessary arrangements for carrying out the provisions of the Act, so far as devolves upon them; and, as the people of Melbourne and Geelong have already taken up the subject, it is a duty which those of the Western District owe to themselves also to exert themselves for obtaining a fair share of representation in the new Legislature, and securing all their other rights and privileges.

That in order to consider the best means of obtaining the objects expressed in the foregoing resolution, and that all persons may have an opportunity of expressing their opinions, and making whatever suggestions they please thereon, a public meeting of the inhabitants of the Police District of Belfast, be held at the “Stag Inn,” Belfast, on Tuesday, October 8th, at Two o’clock, to take the subject into consideration.

That the following gentlemen be requested to exert their influence in securing a numerous attendance at the public meeting on the 8th October, and in generally superintending its management:—

Messrs. Wm. Rutledge,  
John Cox,  
Claud Farie,  
Thomas Manifold,  
R. H. Woodward,  
T. H. Osborne,  
George Barber,  
J. M. Knight,  
R. D. Chamberlain,  
W. Nicholson,  
Charles McKnight,  
C. Gray,  
R. Urquhart,

Messrs. Wm. Symes,  
A. Baxter,  
— Gottreux,  
R. Rutledge,  
Dr. Russell,  
Alexander Campbell,  
M. McCartney,  
H. Foster,  
J. Ritchie,  
James Irvine,  
Wm. McDowell,  
Wm. Keith.

On the 8th October a public meeting was held, Wm. Rutledge, Esq., in the Chair, when the following resolutions were unanimously passed:—

That in the anticipation of the early arrival of the Australian Colonies’ Act, by which Port Phillip will be separated from New South Wales, and constituted an independent Colony, under the name of Victoria, it is the bounden duty of every portion of the Port Phillip District, to take such steps as they may deem best for securing to themselves ample justice in the new Legislature.

That fully convinced of the importance of the present subject, we, the residents of the Police District of Belfast, consider the most effectual means of discharging the duty expressed in the previous resolution, is by appointing a committee of nine gentlemen, three to form a quorum, to attend to our common interests in the equitable apportionment of the representatives in the new Legislative Council, in obtaining for us our fair share of the public money, for the construction of public works, and in every other manner they may consider necessary.

That the Committee hold office for the space of twelve months next after the date of the Proclamation of the Act in the Colonies.

That the following gentlemen be requested to act as a Committee for the purposes expressed in the second resolution :—

Messrs. William Rutledge, R. D. Chamberlain, John Ritchie, Dr. Russell, T. H. Osborne,	Messrs. William McDowell, Mark Nicholson, Thomas Manifold, George Barber.
--	--

That in the event of any of the gentlemen named as the Committee refusing to act, those who are willing to do so are hereby authorized to supply their place by others whom they may consider the most fit and proper.

That the following gentlemen be requested to communicate their opinions and suggestions upon all subjects they may deem of importance :—

Messrs. Andrew Baxter, James H. Irvine, John Cox, Robert Bourke, J. M. Chisholm, Roderick Urquhart, Captain Eddington, Henry Foster, Henry Gottreaux, James Dawson,	Messrs. C. H. McKnight, Claud Farie, A. C. W. Dunlop, Captain S. Carr, M. McCartney, William Keith, Richard Rutledge, Charles Gray, Andrew Scales.
--	--

That this meeting strongly expresses a wish that all other persons who may think they can assist in promoting our common interests will afford the Committee the benefit of their suggestions.

The first meeting of the Committee appointed at the Public Meeting on the 8th October, was held on the 2nd instant, when all the members except Mr. Ritchie being present, it was agreed that, as a distinctive name, the Committee should be called the "General Wants' Committee for the Police District of Belfast," that Mr. William Rutledge act as Treasurer, and Mr. T. H. Osborne Honorary Secretary.

Although from the former proceedings it will appear that the General Wants' Committee has been appointed principally for the purpose of endeavouring to secure justice to the Western District in respect to the Separation Act, yet we deem it a duty to bring under your Honor's notice whatever may appear to us of importance to the District previous to the proclamation of the Act. As we are all personally interested in several matters of general importance and interest, and particularly in the present great want of Roads and Bridges, we might individually have exercised our privilege of calling your attention to the subject, but having been appointed as a body to attend to the general wants of the District, we consider addressing your Honor as a body preferable to doing so as individuals.

We observe that the sum of £5000 has been voted by the Legislative Council during the last Session for the construction of Roads and Bridges within the Settled Districts of Port Phillip, and as there never has been a shilling of the sums voted in previous years for similar purposes expended in the vicinity of Belfast and Warrnambool, where Roads and Bridges are so much required, we beg respectfully to submit that we are fully authorised in requesting that at least £1000 of the said sum of £5000 may be expended as soon as possible within the Settled Districts of Belfast and Warrnambool, £750 for a Bridge at Woodford and another at Belfast, and £250 for the formation of a main line of Road.

Had we been receiving our fair portion of the sums voted in previous Sessions, we admit that one-fifth of the whole voted during the last, would be more than is justly our due; but, as the expenditure in other parts, of the whole of the sums previously voted, has already supplied the most pressing of the wants in those places, we consider that we have not only a claim to our fair portion of the sum voted during the last year, but also to such an additional sum as would make up for the arrears now due.

In urging our present request, we would take the liberty of reminding your Honor, that since the final settlement of the purchase of Mr. Atkinson's Special Survey in 1843, other lands have been sold by the Government between the Townships of Belfast and Warrnambool, which have added upwards of £20,000 to the Treasury, nearly all of which lands are now cleared, in a high state of cultivation, and densely populated.

These lands are, as it is well known to your Honor, superior in quality to any other of equal extent in the vicinity of any other Townships of the Colony, and consequently the produce much greater than that raised upon any other equal extent of land in the Colony.

In addition to the lands at present sold, there are large tracts equally good in the vicinity, which would be readily purchased, and realize a high price if put up for sale. When, therefore the great traffic, which the conveyance of that produce to market is taken into consideration with the population of the two Townships, that of Belfast alone being upwards of £1000; and when it is also borne in mind that one of the chief lines of communication between a large portion of the Western District and Geelong and Melbourne is by Belfast and Warrnambool, the want of a good main line of road, and passable bridges over the rivers, on that line, cannot be otherwise than it is—very serious.

The rapidly increasing size and importance of the two towns of Belfast and Warrnambool, and the large amount of produce raised in the intermediate country, will shew the necessity of passable roads and bridges; but the duty paid upon goods either consumed in or carried through

this part of the district, the licenses paid by the publicans, and other contributions to the General Revenue, will also shew that we are justly entitled to a share of the expenditure of that Revenue, although £20 is the total Government money ever yet expended in Belfast; and that insignificant amount to secure the services of a bench of magistrates, who could not otherwise have occupied the building used as an office.

The duties collected at the Port of Belfast, for the last three quarters, have been £

The bridges most urgently required are, one over the Moyne at Belfast, and the other over the Merri at Woodford, both of which we have confidently hoped would have been erected long since, but neither yet seems likely to be commenced. The bridge over the Moyne is not only absolutely requisite for the communication between Belfast and the country to the northward and eastward, but also between the Township and the lots sold by the Government in September last, between the river and the bay, and with which allotments the public have a right to expect, a means of communication would be provided by the Government. The bridge over the Merri, at Woodford, would be of the greatest advantage, not only to the settlers immediately in the vicinity, but to the public at large, as that Township is in the direct line between all the country towards the west, and Geelong and Melbourne. The present fords at both places are always dangerous, and generally impassable, so that traffic by them, instead of being—as it would otherwise be—very great, is almost entirely cut off. Not to be able to convey goods by either fords, which is impossible at any time, and to be only able occasionally to cross on horseback, your Honor will perceive is a very great hardship in respect of convenience, and very serious loss in respect of the large extra expenses in conveying goods or travelling by different routes.

With the above facts before your Honor, and a firm reliance upon the justness of our claim,

We have the honor to be,  
Sir,

Your obedient Servants,

WM. RUTLEDGE,  
ALEX. RUSSELL,  
GEORGE BARBER,  
JOHN RITCHIE,  
THOMAS MANIFOLD,  
R. CHAMBERLAIN,  
T. H. OSBORNE.

His Honor C. J. La Trobe, Esq.,  
&c., &c., &c.

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A SUM of £500 has been proposed to be appropriated for a bridge at Woodford, tenders for timber for which have been advertised for, but no other sum has been recommended for this district in the statement approved by your Honor.

I had intended making provision for a bridge over the Moyne, but the funds available for the ensuing year were not sufficient to admit of that work being done at present.

DAVID LENNOX,  
Superintendent of Bridges.  
2nd December, 1850.

His Honor the Superintendent.

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10th December, 1850.

I do myself the honor to acknowledge the receipt of a communication signed by yourself and other inhabitants of the Town and District of Belfast, during the past month, applying for the sum of £1000 from the sum voted for the improvement of Roads and Bridges for 1851, for that District, and enclosing copies of Resolutions passed at a public meeting convened for this purpose.

2. In thanking you for your letter, and the information it affords, I beg to state my desire, in applying the sum voted, to have regard to the interests of the Port Fairy District, but that the limited amount quite precludes my at once undertaking many works within it, however desirable they may be. I must request you will remind the gentlemen who signed this communication, that it is quite impossible to apply, as they appear to suggest, the greater portion of the sum appropriated to the formation of Roads and Bridges within the particular District of the Colony from which the Government Revenues may have been derived from the sales of land, without neglecting to give those facilities to interior communication which is on all grounds so urgently called for. Tenders have been invited for a bridge at Woodford, which will shortly be erected; but I regret that I cannot promise to enter upon the erection of that proposed over the Moyne, without increased means being afforded.

(Signed) C. J. LA TROBE.

Wm. Rutledge, Esq., Belfast.

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*Certain Inhabitants of Warrnambool enclosing Resolutions of Public Meeting respecting obtaining a Portion of Grant for Roads and Bridges.*

Warrnambool, 30th December, 1850.

SIR,

WE have the honor, as the Committee appointed at a public meeting which took place at Warrnambool on the 28th December instant, to forward for your Honor's information a copy of the proceedings of that meeting. From the resolutions adopted at the meeting, which was by far the most numerous and most respectable ever convened at Warrnambool, and more especially from the opening address of the Chairman, your Honor will perceive that the Committee appointed at Belfast have availed themselves of their position in representing to your Honor, first, the want of Roads and Bridges generally within the Police District of Belfast, and in order to enhance their claims in your Honor's estimation, including Warrnambool and its external thoroughfares in such representation; but, subsequently, it appears that the Belfast Committee contemplate the appropriation of the *whole* of whatever amount can be obtained from your Honor, to the exclusive benefit of the Belfast section of the District, setting aside every improvement which might tend, even in the remotest degree, to benefit the Township of Warrnambool. The inhabitants of Warrnambool do not deny the utility of a bridge at Woodford; but as that bridge will mainly contribute to the enhancement in value of private property, they cannot but consider its erection, at the sole expense of Government, to be a mis-appropriation of public funds, especially as many other improvements of more public importance and utility must be totally neglected. The contemplated bridge over the River Moyne, almost in the centre of the Township of Belfast, being a work of a purely local nature, the inhabitants of Warrnambool would beg most emphatically to protest against any public funds being appropriated for its erection. The amount proposed by the Belfast Committee for the improvement of the line of road between Woodford and Belfast, we beg as strenuously to oppose, unless the same be appropriated in the improvement of the line from Warrnambool to Belfast, *via* the punt on the Merri River. But in connection with the improvement of roads generally, we beg to remind your Honor that there is not as yet one foot of any authorized road in the whole of this District; that many of the tracts now in use pervade private property; that they are altered and shifted almost daily to suit the caprice or convenience of proprietors and farmers, and that it would be a waste of public funds to expend them on improvements which it might be found necessary hereafter to abandon. A heavy tax is at present imposed on all whose business leads them to Warrnambool from the westward of the Merri River. Every load of produce must pay a toll of two shillings and sixpence at the punt; every horseman one shilling, and every footman sixpence; the consequence of which is, that parties take their produce twelve and fourteen miles to Belfast, rather than incur this heavy expense, though such parties might reside within three or four miles of Warrnambool.

Towns, and the rural population in their vicinity, must exist by a reciprocity of interest, or they will soon cease to exist; but if every natural barrier to this beneficial intercourse is not only permitted to exist, but every available avenue smoothed and cleared for leading commerce and traffic past the Township of Warrnambool, the injury and injustice to both town and country must be apparent. It is not the intention of the Committee representing the interests of Warrnambool to make any specific demand on your Honor at present for any particular sum of money, or to point out to your Honor any particular locality, but prefer leaving to your Honor's sense of justice whether a bridge over the Hopkins River, on the new line of road between Warrnambool and Timboon, or a bridge over the Merri River, on the new line of road between Warrnambool and Belfast, where the punt now is, be not works of more public utility and more legitimate objects for the expenditure of public funds than either a bridge over the Moyne, in the Township of Belfast, or the repair of any line of road subject to such tergiversations as the roads of this District are.

We have the honor to be,

Sir,

Your most obedient Servants,

J. N. W. ALLAN,  
WM. McDOWELL,  
F. M. CHISHOLM,  
THOMAS DENNEY,  
WILLIAM ALLAN,  
JOHN DAVIDSON,  
JOHN. H. CRAIG,  
R. OSBOURNE,  
JAMES COULSTOCK.

*Proceedings of a Public Meeting held at Warrnambool, on Saturday Evening, the 28th December, instant, for the purpose of making application to His Honor the Superintendent for a portion of the Grant placed at His Honor's disposal for the improvement of Country Roads, and for the erection of Bridges in situations calculated to be of public advantage.*

JOHN ALLAN, Esquire, in the Chair.

THE Chairman briefly explained to the Meeting that a sum of five thousand pounds sterling had been placed at the disposal of His Honor the Superintendent for the improvement of roads and bridges within the located districts of the Colony of Victoria. That a Committee had, some time ago, been appointed at Belfast, which Committee had applied to His Honor for one thousand pounds out of this grant, seven hundred and fifty pounds of which was intended to be appropriated in building a bridge over the Merri River at Woodford, and one over the Moyne River at Belfast, and the balance of two hundred and fifty pounds to be expended in the improvement of the line of road between these two proposed bridges. The Chairman further stated that the Belfast Committee had included Warrnambool in their application to His Honor, evidently with a view of strengthening the grounds of their claim, by impressing on His Honor the magnitude of the sphere of usefulness to which the sum sought might be directed, but in practice devoting the whole for the exclusive benefit of Belfast, or its twin-sister, Woodford. So far as he (the Chairman) was aware, the grant placed at His Honor's disposal contemplated the improvement of public roads and bridges on public property, and not the improvement at the public expense of any man's private township or village. It was a well known fact that the contemplated site of the bridge at Woodford is private property, and that the improvement of that Township is the sole aim and object of those who endeavour to pervert public funds to the erection of a bridge in that particular situation. Again, it is equally notorious that the bridge required by the Belfast Committee to be erected at the public expense over the river Moyne, is almost in the very streets of Belfast, the whole of which is private property; and lastly, to crown this monopoly of public funds for private purposes, the sum of two hundred and fifty pounds is required for the improvements of the line of road between these two contemplated bridges, so as to induce all inland traffic and commerce to pass the Township of Warrnambool, whose thoroughfares are to be left in a state of nature. It was then proposed by Mr. Osbourne, seconded by Mr. Simpson, and carried unanimously: "1st. That this Meeting having ascertained that a certain sum of money had been placed at the disposal of His Honor the Superintendent, for improvements in roads and bridges within the District of Port Phillip; and having also ascertained, that a Committee had been appointed at Belfast, which Committee had demanded of His Honor the sum of one thousand pounds, *ostensibly* with a view of benefiting both Warrnambool and Belfast, but *actually* and *really* for the exclusive benefit of the latter Township; this Meeting therefore emphatically disclaim any participation or co-operation with the Belfast Committee, in any, or every matter, or act, which they have committed or may hereafter commit with reference to the appropriation of the money in question.

"2nd. That a Committee of *Nine* be now appointed, and that they be empowered not only to correspond with His Honor the Superintendent, relative to the proportion of the grant which the Township of Warrnambool and its vicinity may be deemed to be equitably entitled to, but also to act in all matters hereafter, wherein the welfare of Warrnambool and its vicinity may, in their opinion, be concerned; and that they continue so to act for, and on behalf of, the inhabitants of Warrnambool, until superseded by the voice of the Inhabitants in Public Meeting assembled.

"3rd. That the following compose the above named Committee, viz. :—

Messrs. William McDowell,	Messrs. J. M. Allan,
J. N. Chisholm,	John Davidson,
James Coulstock,	J. H. Craig,
Thomas Denny,	Wm. Allan,

Richard Osbourne.

"4th. That *five* of the above named Committee form a quorum, and that they be empowered to fill up such vacancies as may occur in their own body, but not to exceed the limited number of nine.

"5th. That the Committee be empowered to appoint their own Secretary, and that such Secretary may, or may not, be a member of the Committee.

"6th. That the Public Mail Road from the Eastward to Warrnambool *via* Timboon, being across the Hopkins River, and as a bridge on that River at the point of crossing must be of the greatest public utility, the Committee now appointed be directed to apply to His Honor the Superintendent, requesting His Honor to erect, out of the funds at his disposal, a bridge over the Hopkins River at the intersection of the Warrnambool and Timboon line of road.

WM. ALLAN,  
Chairman.

Superintendent's Office,  
8th January, 1850.

GENTLEMEN,

I HAVE to acknowledge the receipt of your letter of the 30th ultimo, enclosing copy of the proceedings of a Public Meeting held at Warrnambool, on the 20th December, for the purpose of making application for the expenditure of a portion of the grant placed at the disposal of the local Government, for the improvement of Roads and Bridges within that District.

2. I have given the representation made to me the attention it calls for.

3. With reference to the resolutions adopted at the Public Meeting of the Inhabitant of Belfast which is adverted to, and the claim made upon me for expenditure, in the construction of Roads and Bridges in that District, you will have been made aware by the reply which has been returned by me, and which has, I see, found its way into the public prints, in what measure and degree I am in a position to meet their views, and of the main reasons, and of the cause which prevents me at present from complying with all their requests. You will observe, that it is proposed shortly to fulfil the intention, long meditated, of building a bridge at Woodford. It has always been represented and understood, that although not actually in the direct line, the erection of such a bridge would be considered advantageous to the people of Warrnambool, and that although the land on one side was private property, yet the public in general were really interested and benefited thereby. I have further to state, that of the comparatively small sum at my disposal, five hundred pounds be set aside towards the improvement of the main lines of communication between Warrnambool and the country to the eastward, and in this view have instructed the Superintendent of Bridges to make the requisite examination, and report as to the best site for the erection of a bridge over the Hopkins, which is undoubtedly much required.

(Signed)

C. J. LA TROBE.

To John Allan, Esq., and the Gentlemen  
signing a letter to the Superintendent,  
dated 30th December, 1850.

*The Secretary to the Warrnambool Permanent Committee respecting Government aid for Roads and Bridges in that District, with reference to the site of the proposed Bridge over the Hopkins.*

Warrnambool, 18th January, 1851.

SIR,

I HAVE the honor, by direction of the Warrnambool Permanent Committee, to acknowledge the receipt of your Honor's letter of the 9th January instant, No. 51 | 47, wherein your Honor has been pleased to intimate that the local Government had set aside a sum of Five Hundred Pounds towards the erection of a bridge over the Hopkins River, and the general improvement of the main lines of communication between Warrnambool and the country to the eastward, and to convey to your Honor the respectful thanks of the Committee representing the inhabitants, for the prompt and considerate attention your Honor has been pleased to bestow on their application for a moiety of the sum placed at your Honor's disposal for internal improvements within the Settled Districts. I am further directed to state that the inhabitants of Warrnambool feel perfectly satisfied with the share which your Honor (with a due regard to the wants of other portions of the District of Port Phillip) has been pleased to allot for the improvement of the means of communication between Warrnambool and the interior to the eastward, especially as in that direction no improvement whatever, either public or private, has hitherto been effected. The Committee representing the interests of Warrnambool and the adjacent country, being informed of the probability of your Honor's temporary absence from the seat of the Local Government, and the consequent want of the usual facilities of communication with your Honor during such absence, and being impressed with the importance of using the utmost caution in the selection of a site for the bridge over the Hopkins, would respectfully suggest to your Honor that the Superintendent of Bridges may be instructed to ascertain,—

1st. Whether or not the nearer to the sea the site for the bridge over the Hopkins may be selected, the more direct the line of communication from the eastward will be to Warrnambool, Belfast, and all other places along the sea coast to the westward.

2nd. Whether or not a better surface, with a more direct line of communication than any hitherto publicly known, may not be obtained between Warrnambool and the country to the eastward as far as Timboon.

3rd. Whether this preferable line will not save two bridges over Black's River, otherwise called Emu Creek; and

4th. Whether a bridge over the Hopkins River, as near the sea as possible, together with a bridge over the Cudjo Creek, which will not cost over fifteen or twenty pounds, will not open a safe and uninterrupted line of communication, at all seasons, between Warrnambool and the country to the eastward as far as Timboon.

I am finally directed to state, that several gentlemen of the Committee are intimately acquainted with all parts of the Hopkins, and with the nature of the country in every direction eastward of Warrnambool, and that they will be most happy to afford the Superintendent of

Bridges every information and assistance in their power in the selection of the site of the intended bridge, as well as in the examination of the nature of the ground leading thereto on both sides of the river.

I have the honor to be,

Sir,

Your most obedient servant,

J. MACDONALD,  
Secretary to the Committee.

His Honor C. J. La Trobe, Esq.,  
Superintendent of Port Phillip.

SIR,

27th January, 1851.

I HAVE the honor to acknowledge the receipt of your letter of the 18th instant, on the subject of the erection of a bridge over the Hopkins River, and of the line of communication between Warrnambool and the country to the eastward, and to state in reply, that the suggestion contained in your letter shall be attended to, and that I shall instruct the Officer upon whom the duty may fall to avail himself of all the information which may be given him by those who may be intimately acquainted with the features of the country.

(Signed)

W. LONSDALE.

Mr. J. Macdonald,  
Secretary of the Warrnambool Permanent Committee.

*The Superintendent of Bridges to His Honor the Superintendent, respecting Bridge over the Hopkins, and Roads from thence and Timboon to Warrnambool. (Seven Enclosures.)*

Bridge Office,  
Melbourne, 4th July, 1851.

SIR,

WITH reference to the note of the Commissioner of Crown Lands for the Portland Bay District respecting the bridge now erecting over the Hopkins River, I beg leave to report for your Honor's information,—

1st. Great delay was experienced in getting such information as could be obtained and was deemed necessary before commencing this work, consequently the advantage of beginning the bridge while the river was low could not be gained. The contractor left Melbourne for the Hopkins about a fortnight since, and will, I have no doubt, be as expeditious as possible in carrying on the work.

2nd. As regards the objection now raised to the site selected, I have to remark that, in accordance with your Honor's instructions, I directed my assistant upon his visiting that District in March last, to avail himself of all the local information he could derive from those gentlemen who had volunteered "to afford every assistance in their power in the selection of the site of the intended bridge." The portion of Mr. Perrin's report referring to this subject (annexed hereto) will shew, that accompanied by three gentlemen appointed for such purpose, he examined the country around with sufficient minuteness to admit of his judging which would be the most eligible locality for the bridge, and it will be observed that the selection he made was also that which those most familiar with the features of the District deemed the best.

3rd. I would likewise state that I consulted Mr. Surveyor Skene respecting the road from Timboon to Warrnambool, and he was of opinion that a saving of eight or ten miles might be effected were the proposed line carried on the south side of Taylor's River, and as it also appears from Mr. Perrin's report that no serious obstacle exists to the adoption of this route, I am disposed to recommend it as the preferable line. I might mention that Mr. Skene sketched this line on a map now in my possession, and that it was followed up as nearly as possible by Mr. Perrin.

4th. The road from the Hopkins to Warrnambool at all the other crossings, is very bad and circuitous, but from the site of the present bridge there is a surveyed road to the town reserve, and if the line of road lately surveyed, by the Punt from Warrnambool to Belfast were kept open, *that* would in my opinion be the best and most direct road to Belfast.

5th. If the road marked out by Mr. Surveyor Skene crossed the Hopkins *above* the Falls, instead of recrossing Taylor's River and then the Hopkins, it would have been a great inducement for me to have recommended its adoption; but it seems to me unreasonable to take the main road round so far merely to accommodate the inhabitants in the neighbourhood of "Black's Station," more especially as it would occasion a greater outlay for bridges, &c.: at the same time, I agree with the Crown Commissioner that another bridge over Taylor's River (at the place where Mr. Skene's line crosses it) might be desirable, and it would answer all the purposes of the main line being carried in that direction.

6th. Respecting the Crown Commissioner's observation, that "he doubts much if even

*his clerk* (meaning my assistant) has been over the ground." I think the fact of this being an erroneous statement is sufficiently shewn by the tenor of Mr. Perrin's report.

In conclusion, I am of opinion that after the care which has been taken in ascertaining the best site for a bridge over the Hopkins River, it would be very injudicious to stop the work now in progress; were this to be done, it must of course be expected that the Contractor will demand compensation for expenses incurred in taking men from Melbourne, providing materials, building huts, &c.

I have the honor to be Sir,  
Your Honor's most obedient servant,

DAVID LENNOX,  
Superintendent of Bridges.

His Honor the Superintendent,  
&c., &c.

I return herewith the correspondence relating to the subject of the foregoing letter.

Clerk House, 30th June, 1851.

MY DEAR BELL,

HIS Honor told me to make a memorandum relative to the bridge contracted for, and about to be built over the River Hopkins, at Allan's Ford.

What I would recommend, is to order Mr. Scott, the Surveyor, now at Timboon, to survey the line proposed, and report upon it before the bridge is *commenced*.

I have, to-day, spoken to Mr. Lennox, and he seems to know nothing about the country there unless what his clerk has told him, and I doubt much if even *his clerk* has been over the ground. If His Honor orders, I would be glad after Mr. Scott has surveyed the line, to give my opinion with him in which place the bridge should be built; at present I am in favor of Mr. Skene's line. He states, with many others, that the new line could not be made without great expense, and even afterwards another bridge would be required above the Falls of the Hopkins. I should state that I have not been over the new line proposed, but have the other.

Yours truly,  
WM. N. GRAY.

*Report of the Assistant to the Superintendent of Bridges, respecting the Bridge over the Hopkins River, and the road from thence to Timboon.*

ON Monday, 31st March, I, in company with three of the Members of the Warrnambool "Public Wants' Committee," proceeded to inspect the several places proposed for a bridge over the Hopkins River. We examined the banks of the river from the lower or Allan's Ford to the Falls; below the latter place Mr. Skene's new line of road crosses, but I do not think it an eligible site for a bridge, the river being very deep, wide, and rocky. A bridge thrown over at this place would entail the necessity of two more bridges being built over Taylor's River, that is, if Mr. Skene's line is adhered to.

There are several places lower down the river, where a bridge might be built much more cheaply than at the Falls, but the Brucknel Creek would have to be crossed at a place which would require a bridge.

At the lower or Allan's Ford a bridge could be put up cheaper, I think, than at any other spot; and as there is a road surveyed into Warrnambool from this place, and a new track could be formed to Timboon, almost in a straight line, I would decidedly give this the preference, more especially as the inhabitants of Warrnambool, through their Committee, express a wish that it should be at this spot, even if Mr. Skene's line be adhered to.

After inspecting the bank of the river, we rode over the track of country sketched by Mr. Skene on the map, lying between the Timboon Lake and the Hopkins, keeping the south side of Taylor's River, and crossing the Brucknel Creek near its head. A road is quite practicable in this direction, and a moderately good road could be made by clearing the ground of dead timber and some of the growing trees and saplings for a distance of eight or ten miles. By keeping this line, a distance of nine miles would be saved between Timboon and Warrnambool. I was informed the Brocknal would only require a stone crossing-place, or very small bridge, as there is no volume of water coming down, it being merely a water-course from a spring. Taking into consideration the saving in bridges and distance, I think that this road is preferable to the one surveyed by Mr. Skene, the nature of the ground being equally good; also it would be a more direct line to Port Fairy by crossing the Punt at the Merri River (that is, if the Punt road is thrown open again), and thence over the proposed bridge across the Moyne into Port Fairy.

I was informed that Mr. Skene had been directed to take the road round by Black's Station to accommodate the inhabitants of the township there; this place is always accessible from the eastward by way of Elephant Bridge, and a bridge put over Taylor's River between Hamilton's and Richardson's, would open the way into Warrnambool and Port Fairy.

(Signed) J. PERRIN,  
Assistant Superintendent.

7th April, 1851.

*The Superintendent of Bridges to the Honorable the Colonial Secretary, recommending that the Bridge over the Hopkins be built to an additional height, &c., necessary for placing it beyond the reach of floods. [One Enclosure.]*

Bridge Office, Melbourne, 29th August, 1851.

SIR,

2nd August, 1851.

I HAVE the honor herewith to forward you a letter from Mr. Allan, respecting the bridge now in course of erection over the Hopkins River.

2. It will be observed Mr. Allan states that the recent flood was six feet higher at the place than any other time, or than the marks, which he had pointed out to Mr. Perrin on his last visit to that locality.

3. I have also received a letter from the Contractor for the bridge to the same effect.

4. I have therefore to recommend that in erecting the bridge it be built to the necessary height for securing its being above the reach of any future flood that may occur equal to this, the highest hitherto known, and purpose applying to the Contractor for the bridge, to furnish me with a tender for the additional work.

I have the honor to be,

Sir,

Your most obedient Servant,

DAVID LENNOX.

The Honorable the Colonial Secretary.

Tooman, River Hopkins, 22nd August, 1851.

SIR,

I BEG leave to inform you, that on the 21st instant, the River Hopkins rose six feet higher than ever it was known before. I have been a resident here nearly eleven years, and the measurement I sent to Mr. Perrin of your Department, was at the highest point I had ever known the river to rise, and had the bridge in progress of erection been built, it could not have stood but a very short time. My object in writing to you is to save the expenditure of public monies and inconvenience to the public. I am not aware of any better site, but should recommend the elevation to be much increased above that proposed, as I am confident that no wooden structure could withstand such a flood.

I have the honor to be,

Sir,

Your obedient Servant,

J. N. W. ALLAN.

D. Lennox, Esquire,  
Surveyor of Roads and Bridges, Melbourne.

Belfast, 8th September, 1851.

MY DEAR BELL,

WILL you have the goodness to give Mr. Steint the accompanying letter when he comes to Melbourne. I hope His Excellency has not forgotten the Mem. I left with you at his desire, relative to the bridge about to be built over the Hopkins. It is not yet too late, as only four men and a boy have been at work for six weeks; and they lately, I am told, have had the good sense to stop, as they find the late floods here rise six feet higher than it was intended to build the bridge. Mr. Foster and all those people who know that part of the country, say it is impossible to take the road Mr. Lennox proposes to the east of the Hopkins, and that not more than five people in a month will cross the bridge if built.

I remain,

Yours sincerely,

WM. N. GRAY.

*The Superintendent of Bridges to the Honorable the Colonial Secretary, respecting site of Bridge over the Hopkins.*

Bridge Office,  
Melbourne, 26th September, 1851.

SIR,

WITH reference to the note of the Commissioner of Crown Lands for the Portland Bay District, addressed to Mr. Bell, respecting the site of the bridge over the Hopkins River, I have the honor to request that you will draw His Excellency's attention to the former correspondence on the subject, wherein I am of opinion that it is clearly shown the site selected is the best that could be chosen.

2. The bridge is being built at the place pointed out by the parties to whom His Excellency directed that the office appointed "to determine the line and site of the bridge" should apply, and "avail himself of all the information which might be given him by those who were familiar with the features of the country," and the route thus established becomes much the shortest and best line of road to Warrnambool and Port Fairy, provided the surveyed line between these two townships, which has been stopped up, be again opened.

3. While the floods prevail, the Contractor cannot, of course, do more than prepare the timber, which is being done.

4. I also beg to acquaint you that the floods having risen two feet higher than it had been intended to erect this bridge, and six feet above any previously known flood, I, acting under the authority of His Excellency, applied to the Contractor for a tender for making the bridge sufficiently high to be above the reach of floods of this height, though, probably in consequence of the delay in the arrival of the mails, no reply has yet been received.

5. I forward herewith for His Excellency's information a Map of the ground which I have had made, in order to show the difference of the two lines. It will take double the money to erect a bridge at the other place, and there are no funds available for such purpose during the present year.

6. If deemed advisable, I can apply to the Contractor to give me an estimate of the amount for which he would erect a bridge at the other place; but I do not expect any satisfactory arrangement could be made, as the Contractor would require to be compensated for loss of time and labour.

7. Supposing the site of the bridge were changed, I still think the best and nearest road will be on the south side of Emu Creek, which would save several bridges; but if the surveyed line is adopted after the bridge over the Hopkins is built, others will be immediately required, and I can see no advantage in the bridge being erected at the above place, excepting that it turns the road from Warrnambool.

I have the honor to be,  
Sir,  
Your obedient servant,  
DAVID LENNOX,  
Superintendent of Bridges.

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*Mr. C. C. Gray in reply to Superintendent of Bridges' Letter of 26th September, forwarded for his Report on site of the Bridge over the Hopkins.*

C. C. Lands Office, P. B. District,  
Belfast, 6th October, 1851.

SIR,

WITH reference to the letter of Mr. Lennox sent from your office last post for my Report, I have the honor to state, the Map alluded to in that letter has not been forwarded. May I request you will transmit it, and at the same time ask permission of His Excellency to allow me the services of Mr. Watson, Surveyor, for three days, to go over the proposed road of Mr. Lennox, according to his Map. The line he pointed out to me last July, in the Survey Office, Melbourne, I have every reason to believe is impracticable, and I told him so.

I have the honor to be,  
Your most obedient servant,  
WM. N. GRAY,  
P. B. District.

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*The Superintendent of Bridges to the Honorable the Colonial Secretary respecting line of Road by Warrnambool, &c., with reference to Letter of Crown Commissioner for Portland Bay District.*

Bridge Office,  
Melbourne, 16th October, 1851.

SIR,

IN returning the letter of the Commissioner of Crown Lands for the Portland Bay District,

2nd. I have the honor to state that the Map referred to therein was sent to you with my letter of the 26th ult. The Map has since been returned to me, and is now in the charge of the Surveyor General, who, in conveying instructions to Mr. Surveyor Watson, will forward a tracing of as much of it as may be required.

3rd. I would suggest that if the Commissioner or a Surveyor inspect the proposed road they should call upon the parties at Warrnambool to show them the road, as part of it is so thickly

timbered, and there being no track at present, that they are not likely to find it without assistance. It will probably take three weeks instead of "three days" to find the proper line of road.

4th. If a Surveyor goes there at all, he ought to seek for the best line: perhaps a better road than any that has been marked may be found with a little trouble.

5th. I am of opinion that the Surveyor should go to the place and mark out a bridle track, in order to admit of Mr. Commissioner Gray being able to form a correct judgement of the two lines of road.

6th. I take this opportunity of reporting for your information that the Contractor for the bridge over the Hopkins River has furnished me with a Tender for making it (at the site first selected) higher than was originally intended, but as yet I have no reply to a subsequent letter which I sent to him requesting that he would forward a Tender stating the amount for erecting a bridge at the other place.

I have the honor to be,

Sir,

Your most obedient servant,

DAVID LENNOX.

The Honorable the Colonial Secretary.

*The Superintendent of Bridges to the Honorable the Colonial Secretary, respecting the Bridge over the Hopkins River.*

Bridge Office,  
Melbourne, 18th October, 1851.

SIR,

REFERRING to previous correspondence respecting the Bridge over the Hopkins River:—

2nd. I have now the honor to report for the information of His Excellency the Lieutenant Governor, that I am in receipt of a Tender from the Contractor for the erection of the bridge, offering to build the same six feet higher than was originally intended, for an additional sum of one hundred and fifty pounds, which, added to the amount of the contract already entered into, would make the total cost of the bridge four hundred and eighty pounds.

£150

£330

£480

£940

3rd. Also, I beg to state that I have received a Tender from the same party to erect the bridge "above the Falls" (should it be determined upon to alter the site) for nine hundred and forty pounds.

£150

4th. The Contractor has likewise informed me that his outlay to the present time towards erecting the bridge at Allan's Ford, amounts to one hundred and fifty pounds. If, however, the Government were desirous of placing the bridge elsewhere, and consequently had to pay such last mentioned sum as compensation, some of the timber would of course be available for a bridge at the other site.

I have, on former occasions, expressed my view of the best locality for this bridge, and have only now to add that in my opinion if the bridge is erected above "the Falls" instead of at Allan's Ford, the work cannot be entrusted to a Contractor, as at the former place, it is only as the erection of the bridge proceeds that it can be decided whether sells or piles, or both, would be required, owing to the uncertain nature of the bottom of the river, and the depth of the water.

I have the honor to be,

Sir,

Your most obedient servant,

DAVID LENNOX,

Superintendent of Bridges.

The Honorable the Colonial Secretary.

*Commissioner Crown Lands, P. B. District, to the Honorable the Colonial Secretary, respecting site of Bridge, Allan's Ford, River Hopkins.*

Crown Lands Office,  
P. B. District, 31st October, 1851.

SIR,

IN returning the accompanying letters of Mr. Lennox, I have the honor to report for His Excellency's information, that in company with Mr. Surveyor Watson I carefully examined the line of road proposed by Mr. Lennox to go direct from Allan's Ford to Timboon, and find it to be utterly impracticable, owing to dense stringy bark forests and morass. We also followed up the line said by Mr. Lennox to have been travelled on the east bank of Emu Creek, and found it utterly impossible to carry the road that way, owing to dense forest and swampy country down to the very bank of the Emu Creek. Mr. Lennox makes a mistake in shewing on the chart that he travelled that road, it was *only* his clerk. Any one who has the least idea where a road should go, even if either of the lines proposed by Mr. Lennox were practicable, would declare against them, as the road would be of no use carried through a barren country. The measure-



ment from one bank of the River Hopkins to the other, at Allan's Ford, is 84 yards, the height of the bridge requires to be 30 feet, therefore Mr. Allan is correct when he writes "that no wooden structure could withstand the flood." I would therefore recommend that Mr. Lennox should be sent himself to find out what compensation the contractor is entitled to, and let him have it at once, should say from £150 to £170; perhaps something may be taken off for some of the timber that has been prepared, as the contractor might dispose of it in Warrnambool, as a Mr. Plumer is building a mill. At the site proposed by Mr. Skene for a bridge there is very little current, and the banks at the utmost fourteen feet high: his line of road, with some trifling alterations, is the best that can be had, and is taken through a good country. It is a great mistake thinking that to take the road in another direction would save a bridge at Mr. Ewing's, as one would be required there for access to the Lake Terang Reserve. I would recommend that stone piers should be built for the Hopkins Bridge, as there are plenty on the spot; also rock foundation and timber for beams can be had of any size within half a mile. Until money has been voted for building such a bridge, the one at Ewing's might be erected I should say for £130 or less.

I have the honor to be,

Sir,

Your most obedient servant,

WM. N. GRAY, C.C.L.,

P. B. District.

Mr. Watson will report through the Surveyor General on returning the Map.

W. GRAY.

To the Honorable the Colonial Secretary,  
Melbourne.

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*The Surveyor General to the Honorable the Colonial Secretary, forwarding copy of Mr. Assistant Surveyor Watson's Report on proposed road from Allan's Ford, Hopkins River, towards Timboon.*

Surveyor General's Office, 20th November, 1851.

SIR,

I HAVE the honor to forward you a copy of Mr. Assistant Surveyor Watson's report on the line of road proposed from Allan's Ford, Hopkins River, towards Timboon, for the information of His Excellency the Lieutenant Governor.

I have the honor to be,

Sir,

Your obedient servant,

R. HODDLE,

Surveyor General.

The Honorable the Colonial Secretary.

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Belfast, 6th November, 1851.

SIR,

I respectfully beg leave to state, for the information of His Excellency the Lieutenant Governor, that in accordance with instructions conveyed in your letter of the 21st ultimo, I accompanied Mr. Crown Commissioner Gray to Allan's Ford, on the Hopkins River, from which we proceeded along the proposed line of road towards Timboon. On the tracing forwarded to me (and which I enclose herewith) I have laid down the obstacles we met with in the course of seven miles, finding the bush had not been burned for many years, and the dense high scrub and jungle increasing to such an extent, together with numerous swamps or bogs, determined on our returning, being well assured that no road could be carried by this line without a very heavy expense. After remaining one night at my camp, we proceeded along the track said to have been traversed by the Assistant Superintendent of Bridges; should this have really been the case, I am the more astonished at his venturing to recommend a road being taken through a country so positively impracticable. Had we gone ten days previously, we could not have got on at all; as it was, we had frequently to lead our horses through the bogs and low marshes. But supposing a road taken by this route, it would be perfectly useless, even for the conveyance of mails, as there is not an available spot for a village, no land suitable for cultivation, no feed for cattle, and I question much if in summer there is any water, nor is there any probability of squatters ever locating in such a district, consequently it would be a heavy expense to the Government without the slightest benefit to the public. Then, as regards the bridges, I will venture to say, that no wooden structure (especially on the plan intended) will ever stand the powerful rush of water which there evidently is at Allan's Ford, where the river is so confined. Then again, another bridge is requisite over the gully near the right bank of the river, otherwise the one over the Hopkins is useless. A third bridge is required over Brucknel Creek (better known as Cudje Creek); this bridge would cost more money than one over Emu Creek: also the two brooks flowing into Emu Creek, a little below Richardson and Scott's station, would require bridges. On looking at the plan, or more particularly over the country, it appears evident that a bridge must be erected over

Emu Creek above Ewan's station, to obtain access to the stations west and north-west of this spot; consequently, by carrying Mr. Skene's marked line of road into effect, which would be cleared and made for at least one-third the expense of the other line, the same number of bridges (at least of any consequence) are required on both lines—but Mr. Skene's line would be available for every purpose, the other useless. With regard to that portion of Mr. Lennox's letter of the 16th October, to the Honorable the Colonial Secretary, recommending some parties from Warrnambool being called upon to show the Crown Commissioner or Surveyor the intended line of road, I will, with all due respect to that officer, beg leave to remark, that where a line or course is laid down for the guidance of a Surveyor, his duties are before him, and in time become easy, without the assistance of parties more or less interested in obtaining a road in such and such a direction, no matter at what expense or inconvenience to the public generally. However, Mr. Commissioner Gray did a Mr. Allan the honor of inviting him to accompany us, he being one of the party previously supposed to have traversed the line in question. He, however, declined going, well knowing, I little doubt, the difficulties, obstructions, and, in fact, the impracticability of forming any such road. On my return I kept Mr. Skene's marked line as nearly as I could; and, in stating that I think some improvement might be made in it, I dare say Mr. Skene, in going over it again, would be of my opinion. In some places it crosses Blackwood Flat, which might and ought to be at all times avoided, if possible; and again, I think the road would be more direct and over better ground were it carried as per dotted line shewn on the tracing. The spot on Emu Creek, where this dotted line crosses, is better adapted for a bridge, both banks of the creek being firm, dry ground, and easy and gradual ascent from it. There are also abundance of building materials, particularly stones. That the Upper Falls on the Hopkins River is the best position for a bridge, no one, I think, can doubt. The current must be trifling compared to Allan's Ford, where the river is so much confined; besides, the bridge would not exceed one-third the height from low water mark. The contractor for the building the bridge at the Lower Ford was speaking about obtaining compensation from the Government for the work he had already done, that is, in preparing the timber. I would beg leave to point out that the wood now cut for the bridge would also answer for the other, the mere additional expense being the carting five or six miles in lieu of two.

I have the honor to be,

Sir,

Your obedient servant,  
(Signed)

THOMAS WATSON,  
Assistant Surveyor.

To Robert Hoddle, Esq., &c.,  
Surveyor General, Melbourne.

Melbourne,  
28th November, 1851.

SIR,

IN consequence of the tone in which Mr. Assistant Surveyor Watson has written his report, I consider it requisite in order to disabuse your mind of the prejudice it is calculated to excite against my character, to make some observations upon it, and in the first place beg to submit to your notice a letter received by me from the deputation of the "Warrnambool Public Wants' Committee," which confirms in some measure the statements I have previously made to you as to the nature and fitness of the country on the south side of Emu Creek for a road; and it also proves the insinuations contained in the report (that I had not inspected the ground) to be false. Had Mr. Watson taken the trouble to enquire, he could easily have been satisfied on that head, and which I think he ought to have done before he made assertions which he could not prove, and which are so very injurious to me.

Mr. Watson's report is so diametrically opposite to what I stated in my report of the 7th April, that only one conclusion can be drawn, viz.: that one of us must have misrepresented the case. Taking this view of the matter, I cannot pass it over without some notice.

In the report above alluded to, I gave my reasons for recommending that the route should be changed to the south side of Emu Creek, and stating that it was quite practicable to form a road in that direction: this I still affirm, notwithstanding Mr. Watson's assertions, that "it is positively impracticable," and nothing but "bogs and low marshes." This latter expression at once gives me a key to the route he has taken, and I feel assured that instead of following my track (which he might have done, had Mr. Allen taken the trouble to shew it to him), he has stuck close to the Creek, and this is the only way I can account for the "bogs" he has fallen in with; for, at the time I went over the ground, I did not see, to the best of my recollection, one single boggy spot between the Brucknel Creek and Ayre and Richardson's, the generality of the country being low ridges covered with iron stone gravel. The forest is certainly thick for a distance of eight or ten miles, but I do not think it more so than some forests through which roads are taken in other parts of the Colony.

With respect to the bridge over the Hopkins, there could not be a doubt in the mind of any person who was at all conversant with the matter that a bridge at Allan's Ford would cost a very considerable sum less than one above the Warun Falls. As to the comparative security of the two, I should decidedly give the preference to the first mentioned place, for I fancy the current must be stronger at the edge (or nearly so) of a fall of forty feet, than it will be at Allan's Ford, which is much lower down the river.

The Brucknel or Cudje Creek can be made passable by a very small bridge, as I stated in the report above alluded to; the place I inspected is some distance up the creek, and I think not very far from a crossing-place of Emu Creek.

In conclusion, I beg to observe, that unless I have confidence shown me, I cannot fulfil the duties devolving upon me to my satisfaction, as, in most cases, I have no one to certify that such-and-such things are, as they are reported by me. I have never had my word doubted before, and I feel it much, although the allegations are false. Mr. Watson's language also seems to imply that I am not capable of forming a correct opinion; but I think that the testimonials which I brought out with me to this country, will shew from the description of work I have been accustomed to, that I am at least as capable as Mr. Watson.

I would also venture to suggest, that upon any similar duty falling to my lot, that I should be provided with a proper equipment, so that I might at once proceed to survey and level the ground before making any report. Had this been done in the above case, a great deal of time and money might have been saved.

I have, &c.,

J. PERRIN,

Assistant Superintendent.

David Lennox, Esq.,  
Superintendent of Bridges.

Warrnambool,  
21st November, 1851.

SIR,

A REPORT has just reached us that Mr. Watson, the Government Surveyor in this district, and Mr. Commissioner Gray, have represented to the Government that the line of road between Timboon and Allan's Ford on the Hopkins, inspected by us, as a deputation from the "General Wants' Committee," in conjunction with yourself had never been travelled over by you and us, and also that such line of road was a succession of bogs and swamps.

We think it but justice to you, and also to clear ourselves, to give an unqualified and flat denial to the report of those gentlemen, and also beg to state that the line of road recommended by you is generally composed of iron stone and gravel ridges, from Allan's Ford on the Hopkins, to Messrs. Ayre and Richardson's Station.

We are, &c.,

JNO. W. ALLAN,  
JOHN DAVIDSON,  
JAMES COULSTOCK.

Mr. J. Perrin,  
Bridge Office, Melbourne.

*The Superintendent of Bridges to the Honorable the Colonial Secretary, respecting site of Bridge over the Hopkins.*

Bridge Office,  
Melbourne, 22nd November, 1851.

SIR,

I HAVE the honor to inform you that the Surveyor General has furnished me with a copy of the report of Mr. Assistant Surveyor Watson, condemning the site of the bridge over the Hopkins proposed by the people of Warrnambool, and recommending that the bridge be erected at the Upper Falls.

2. As the contractor is now idle through the opposition that has been made to the bridge being proceeded with at the first mentioned place, I beg to apply for instructions as to the course I am to pursue.

3. I forward you herewith a statement of the probable expense attending the execution of the necessary works, whichever site may be determined upon.

4. If the bridge is proceeded with at the Lower Ford, a small bridge will be required over the Brucknel Creek; the road will then be passable to the place where Mr. Skene's line crosses the Emu Creek, even if the route by the south side of Emu Creek is not followed, which I am still of opinion is a practicable country for a road.

5. I find upon inquiry that the expense of removing the timber prepared for the bridge to the Upper Falls would be more than the cost of procuring timber adjacent to the latter place.

I have the honor to be,

Sir,

Your most obedient servant,

DAVID LENNOX,  
Superintendent of Bridges.

The Honorable the Colonial Secretary.

The amount available of the vote for Roads and Bridges within the settled districts is about £719 (exclusive of £500 set apart for the bridge over the Hopkins). This balance consists of different sums appropriated for works which it is impossible to get undertaken or completed at present.

1st December, 1851.

DAVID LENNOX,  
Superintendent of Bridges.

## STATEMENT OF EXPENSE.

*Site at the Upper Falls.*

Amount of Tender received for erecting the bridge above the Falls...	...	...	£840
Expense incurred by Contractor from the previous selection of Allan's Ford for the site			200
			<u>£1040</u>

*Site at the Lower Ford.*

Cost of Bridge at Allan's Ford in all ...	...	...	...	...	...	£480
Cost of Bridge at Brucknel's Creek ...	...	...	...	...	...	150
						<u>£630</u>

DAVID LENNOX,  
Superintendent of Bridges.

I am very doubtful if anything more can be done at present than to complete the erection of the bridge at Allan's Ford. Had not the contractor already spent a considerable sum on the work, he would probably have left it before this. I beg to forward herewith an authority for the amount of his contract, and for a bridge over Brucknel Creek. If the water fails at Mount Alexander, I am in hopes many of the men will return to their former employment.

DAVID LENNOX.

*The Superintendent of Bridges' Voucher for Expenditure of Four hundred and eighty pounds, in erection of Bridge at Allan's Ford.*

Melbourne,  
10th December, 1851.

I HEREBY authorise the expenditure of the undermentioned amounts, namely, the sum of  
£480 four hundred and eighty pounds in the erection of a timber bridge over the Hopkins River at Allan's Ford, according to the Tenders (the original contract and the additional work) of William Hopkins; also, the sum of one hundred and fifty pounds in the erection of a timber bridge  
£150 over Brucknel Creek, near Allan's Ford. The same to be borne upon the sum voted for the  
£5000 formation of Roads and Bridges within the Settled Districts of Victoria, for 1851.

*Superintendent of Bridges to the Honorable the Colonial Secretary, forwarding report of Mr. Perrin in reply to that of Mr. Watson, respecting line of road between Timboon and Allan's Ford.*

Bridge Office,  
Melbourne, 8th December, 1851.

SIR,

I HAVE the honor to forward you herewith for the information of His Excellency the Lieutenant Governor, a copy of a letter (and an enclosure) addressed to me by my assistant, respecting a line of road between Timboon and Allan's Ford, and the site for a bridge over the Hopkins, examined and reported on by him, and brought under the notice of the Government in my letter of the 4th July last, and which has been subsequently referred to at some length in the report (furnished to the Surveyor General) of Mr. Assistant Surveyor Watson. I have only to add, that I believe Mr. Perrin to be as good a surveyor and draftsman as any in the Survey Department, and he has testimonials of ability and good character during a period of five or six years from some of the first engineers on the railways in England: he ought to be a better judge of the proper site for a bridge, &c., than most of the surveyors that have never been employed on public works.

I have the honor to be,

Sir,

Your most obedient servant,

DAVID LENNOX,  
Superintendent of Bridges.

The Honorable the Colonial Secretary.

*The Superintendent of Bridges to the Honorable the Colonial Secretary, respecting authority for amount of Contract of Bridge over the Hopkins at Allan's Ford.*

Bridge Office,  
Melbourne, 31st December, 1851.

SIR,

IN reply to your letter respecting my application for the authority of His Excellency the Lieutenant Governor for the expenditure of the sum required for the erection of the bridge over the Hopkins, at Allan's Ford, I do myself the honor to state, that I conceive there can be no doubt the contractor for the bridge referred to, is in a position to claim payment of an instalment upon the work already done, inasmuch as the contract between the Government and him has been duly entered into, whereby the former is pledged to make payments to the amount of 75 per cent upon the value of the work performed; and as the contractor has lost a considerable time and been at great expense, he is now very urgent for payment.

With reference to your inquiry about the stoppage of the works, I beg to report that I have not felt myself justified in taking the responsibility of ordering the contractor to suspend his operations, for, though His Excellency on a note from Mr. Gray, had made an allusion to the expediency of changing the site of the bridge, I was of opinion that no definite instructions were conveyed to me to order a cessation of the work, and before any such steps are taken, I think the Crown Solicitor ought to be consulted on the subject, as the bond was executed in his office.

I have the honor to be,

Sir,

Your most obedient servant,  
DAVID LENNOX,  
Superintendent of Bridges.

The Honorable the Colonial Secretary.

13th January, 1852.

SIR,

WITH reference to your letter of the 31st ultimo, respecting the payment of an instalment to the amount of 75 per cent on the work performed in the erection of a bridge over the Hopkins River, I have the honor to inform you that His Excellency the Lieutenant Governor is pleased to approve of such payment, according to the terms of the contract as mentioned in your letter.

(Signed) G. W. RUSDEN.

The Superintendent of Bridges.

*The Superintendent of Bridges to the Honorable the Colonial Secretary, with Report on Bridges, &c., in Warrnambool and Port Fairy Districts. (Two Enclosures.)*

Bridge Office,  
Melbourne, 27th January, 1852.

SIR,

HEREWITH I have the honor to forward for the information of his Excellency the Lieutenant Governor, a copy of the report of my Assistant, respecting the bridges in the Warrnambool and Port Fairy Districts, and the line of road proposed by the inhabitants of Warrnambool from thence towards Timboon.

2. It will be observed as regards the latter, that the views expressed in this report coincide with the opinions contained in the Memorial of the "Warrnambool Public Wants' Committee," in nearly every particular.

3. I also beg to enclose a Tender for the erection of a bridge over the Cudje or Brucknel Creek, the amount whereof is so reasonable, and the necessity for the work (as shewn by Mr. Perrin's report) so apparent, that I would recommend its immediate acceptance.

4. I would likewise suggest that an additional ten pounds be offered to the same contractor to mark a line of trees from the bridge over the Hopkins to the above mentioned Creek, and thence to the Ford at Emu Creek—the expense of both works to be borne upon the sum voted for the foundation of Roads and Bridges within the Settled Districts of the Colony for 1851.

William  
Hopkins.  
£20  
£10  
£5000

I have the honor to be,

Sir,

Your most obedient servant,  
DAVID LENNOX,  
Superintendent of Bridges.

To the Honorable the Colonial Secretary.

*Report of the Assistant Superintendent of Bridges, respecting the Bridge over the Hopkins, and the country between Warrnambool and Timboon, on the south side of Emu Creek.*

Melbourne, 22nd January, 1852.

SIR,

PURSUANT to instructions, I proceeded from Melbourne to join Mr. Assistant Surveyor Scott at Timboon. When I arrived at this place, I found that Mr. Scott had proceeded to town: upon the receipt of this intelligence, I determined to go on to Warrnambool and Port Fairy, where I could occupy myself in superintending and inspecting the several works in that locality until I received further instructions. Upon proceeding to the Woodford Bridge, I found it all completed, the work being done in a creditable manner. I would recommend, in consequence of the beams in the centre bay sagging, through their great length, that they should be trussed with iron rods: the two outside and centre beams would be sufficient with a transverse beam laid along the whole width of the bridge midway between the two centre tiers of piles, to secure the beams from any further sagging, and add very materially to the durability of the bridge. The site for the bridge over the Moyne River, which I fixed and took a section of some time since, I saw no reason to alter; and upon close inspection, I found that it will require to be carried out quite as far as it is shewn in the section.

The jetty at Warrnambool is, as you are aware, not being proceeded with; there is, I believe, about 400 feet completed, and 40 feet which have not yet had beams and sheeting laid down. There are several lots of timber lying about the beach which have not been paid for; I took an account of the number of pieces, the measurement of the whole Mr. Young has entered into his book. The bridge at Allan's Ford is in a very forward state, and the contractor is in hopes of having it completed in about four or five weeks. What work is done is very substantial, the timber is good, the sills are well bedded into the rock, and taken altogether, I had no fault to find. Notwithstanding the opposition which the erection of the bridge at this spot has met with, I think that it is quite indispensable, leaving the question of the road out altogether, as it will connect the fine agricultural land on the east side of the river with that on the west, and thus open a communication with the township Warrnambool and the Port at all seasons, and consequently make the land on the east side more available for farms than it otherwise would have been. I inspected the Cudje or Brucknel Creek from the crossing-place some miles upwards, and found that there were several places where a bridge could be thrown across, with good approaches on both sides. The most advantageous locality would be somewhere in a line between Mount Warrnambool and the bridge over the Hopkins, the country between the two places offering no obstacle, the general features being ridges overgrown with fern, and in some places small patches of scrub and native hop. The timber is in general not very thick; between the ridges there are small swamps, all of which may be avoided without deviating very much from the proper line. The contractor for the Hopkins Bridge has given a tender for the erection of a bridge over the Cudje Creek in the locality above named; the bridge will be a rough, though substantial structure, which if left to the ordinary course of decay will last for many years. I would recommend that this tender should be accepted, as it is not only very low, but if the present opportunity is lost, I am of opinion that at the present time no other person will be found able or willing to undertake the work; indeed, this contractor will only undertake to construct a rough bridge, not one of our ordinary bridges, as he and all his men intend to go to the diggings, but are willing to defer their departure so long as it will take them to complete the above work: and if it is not done, the bridge will be in an isolated position, and quite cut off as a means of opening to Warrnambool from either the north or south side of Emu Creek; whereas, if this outlay is approved of, by means of the Fords in Emu Creek, a passage may be opened for drays, and a much shorter route established, both from Timboon and the country around Mount Morart to Warrnambool and Port Fairy, than the present one crossing the Hopkins at Mount Williams.

I inspected the crossing-place of the Hopkins on Mr. Skene's line, and find upon measurement that a bridge would be required 360 feet long, and about 15 or 16 feet above the bed of the river. The bed of the river is very rocky, and a great deal of labour would be required to bed the sills. Taking the average prices of work *before* the gold discovery, I am of opinion that a bridge could not be erected for less than £1200. After I had inspected the above places, I was joined by Mr. Scott, and the following day proceeded to inspect the country previously ridden over by myself and the members of the "Warrnambool Wants' Committee." I have no reason to withdraw my former assertion, that "a road is perfectly practicable in this direction;" but, as Mr. Scott has to report upon it, I shall not say any thing more on the subject, than merely giving a brief description of the ground as we passed over it. Leaving the bridge, we headed towards the crossing-place of the Cudje Creek, we crossed the country being the same as described above. After crossing the Creek, passing through a fine open forest in the direction of Mount Warrnambool, we reached the Ford over Emu Creek; leaving this, we struck to the eastward, and soon after entered a rather thick forest, but which was tolerably clear, the fire of last year having cleared away most of the scrub—a few young ones were beginning to grow again, and ferns springing all over the ground: this country continued for about seven or eight miles, sometimes getting a little thicker and having more fallen timber lying about. We then entered a thick growth of ferns, native hop, and some other small shrubs, with here and there a patch of kangaroo grass in a small swamp or hollow; this continued for about a mile, when we again entered the same description of forest as the first portion, passing these gullies, two of which had small creeks running through them into the Emu Creek. Soon after this we struck the track to Richardson and Ayre's, passed the creek at their station (a shallow, boggy outlet from a large swamp),

and arrived at the house about ten o'clock, having been five hours and a half in reaching this place, including all stoppages, though we did not go very much out of a walk. After resting our horses some time, we continued our journey towards Timboon, following the track made to the station, until we reached Ewen's Hill, when we left the road and continued in a north-easterly direction across the bush, and striking the Basin Lake near the place Mr. Skene's line passes it. The whole of this portion of the country is open forest interspersed with small swamps and some tea tree sprigs, the soil good, and the general appearance the same as the country through which Mr. Skene's line passes. We reached the inn at Timboon about five o'clock, having been nine and a half hours on the road, including all stoppages. In conclusion, I may observe, that I do not think we came over the best portion of the country, and that a better line might be found if the country was properly surveyed. From the information which I obtained, I am led to believe that the Cudje Creek runs nearly parallel to the Emu Creek, and there is a dividing range, on the top of which the road ought to be formed, and by this means the small creeks before mentioned would be headed. Whether it would be advisable at the present time to open and survey this road or not, is a matter on which I can give no opinion, but I think if the bridge was built over the Cudje Creek, people would then be in a position to choose which road they thought proper; and if it were possible to get a bridge built over the Emu Creek, in the neighbourhood of Mount Warrnambool, it would open a road at all seasons both to Warrnambool and Port Fairy; and a bridge at this place will be needed at whichever side of the creek it is ultimately agreed to take the road. The expense I estimate at seven or eight hundred pounds. A bridge at Ewen's might be dispensed with for the present, as the same creek can be passed at the Elephant Bridge, and going by way of Mount Morart and Warrnambool, the length of the route will not be very much increased to Melbourne or Geelong, and the Port Fairy people could take that route. A bridge over the Hopkins near Farey and Rogers is required for the accommodation of the inhabitants of Woodford and Port Fairy, which would be a more direct route to Geelong and Melbourne.

With these observations, I conclude my Report on this locality.

I have, &c., &c.,  
 (Signed) J. PERRIN,  
 Assistant Superintendent of Bridges.

The Superintendent of Bridges.

13th February, 1852.

IN reply to your letter of the 27th ultimo, No. 11, concerning the Report of your Assistant Mr. J. Perrin, on certain bridges, &c., in the western districts of the Colony, I have the honor to inform you, with reference to that portion of the Report referring to the bridge at Allan's Ford, that it is the direction of His Excellency the Lieutenant Governor, that both this bridge and the one over the Coodgee Creek be proceeded with as speedily as possible.

2. Adverting to the fourth paragraph of your letter above mentioned, I am directed to intimate to you His Excellency's approval of the expenditure of ten pounds suggested therein, to be paid to the contractor of the Allan's Ford Bridge, for marking a line of trees therefrom, *via* the Cudje Creek Bridge to the Ford at Emu Creek, as proposed by you; the expense of such work to be borne on the sum of £5000 voted for the formation of Roads and Bridges within the settled Districts of the Colony, for the year 1851.

(Signed) For the Colonial Secretary,  
 G. W. RUSDEN.

The Superintendent of Bridges.

*The Surveyor General to the Colonial Secretary, forwarding copy of Mr. Scott's Report on the road between Timboon and Allan's Ford.*

Surveyor General's Office,  
 Melbourne, 29th January, 1852.

SIR,

WITH reference to the letter from Superintendent of Bridges to you of 8th ultimo, No. 51 | 185, forwarding Report of Mr. Perrin in reply to that of Mr. Watson, respecting line of road between Timboon and Allan's Ford, and the request of His Excellency that Mr. Scott should accompany Mr. Perrin over the line in question and minutely inspect it, I have now the honor to forward a copy of the Report furnished by Mr. Scott for the information of His Excellency. Report sent herewith.

I have the honor to be,

Sir,  
 Your most obedient Servant,  
 R. HODDLE,  
 Surveyor General.

The Honorable the Colonial Secretary,  
 &c., &c.

*Report on a line of Road proposed by Mr. Lennox, Superintendent of Bridges, from Allan's Ford on the River Hopkins, bearing in the direction of Timboon.*

Geelong, 22nd January, 1852.

SIR,

IN pursuance, with instructions, of your letter, No. 51 | 944, of the 30th ultimo, I have examined, in company with Mr. Perrin, Assistant Superintendent of Bridges, the line of country which forms the basis of a road proposed by Mr. Lennox, from Allan's Ford, on the River Hopkins, bearing towards Timboon, and have now the honor to submit to you the following Report on the road in question, for the information of His Excellency the Lieutenant Governor.

Starting from Allan's Ford, we proceeded in a north-easterly direction for a distance of about six miles to a point on Brucknel Creek (which is a tributary of the River Hopkins), and from five to six miles from its junction with that river. Brucknel Creek has not been surveyed, but I understand it takes its rise in Lake Ellingamite, its course being, in a general direction, westerly; and at the point of crossing forms an important stream, with elevated and sound banks, suited for the construction of a bridge, and which could be done at a moderate cost. The water of this creek is excellent, and apparently permanent. The country between Allan's Ford and Brucknel Creek varies in quality. Bounding the Hopkins, the soil is well suited for cultivation purposes, but decreases in value in approaching towards the creek; it is heavily timbered, with gum, chiefly; the ground undulating and generally sound. In my opinion, the country between these points offers no insurmountable bar to a line of road. From Brucknel Creek we proceeded in a north-easterly direction, nearly parallel to the general course of Mount Emu Creek, on apparently the dividing ridge of these creeks. On this course the country is densely timbered over a distance of ten miles or upwards, chiefly with gum and stringy bark, interspersed with small swamps and close scrub. The soil is generally poor, and through this line of country is objectionable for a line of road. I do not consider it impracticable. The remainder of the country on to Timboon (a distance of about 14 miles) is well timbered, more uniform in point of level, and the soil increasing in value as we advanced towards Timboon: this part of the line is not so objectionable as the former ten miles. However, it would require care in selecting a line of road throughout, as much of the country, which, at this season of the year appears perfectly sound, would in the winter part be considered impracticable, at least highly objectionable. Having described the country which forms the basis of the proposed road in view, the following are the grounds on which, in my opinion, it could be supported: that at a first view it offers a direct communication or thoroughfare from the Timboon District to Warrnambool, without crossing Mount Emu Creek (and hence a saving of at least one bridge), the bridge at Allan's Ford connecting the latter district with an unoccupied agricultural district, situated on the east side of the River Hopkins, and bounded by a part of Warrnambool Bay. Moreover, in the event of the shipping facilities of Warrnambool being improved and extended, I consider it highly advisable that the most direct thoroughfares should be chosen, leading from the respective agricultural districts situated within a reasonable distance of Warrnambool. I may now call your attention to apparent objections to the road in question; and while I believe it practicable, I am inclined to doubt that it can be recommended *throughout*, more especially under the present circumstances of the country, bearing in view that at a future stage of the Colony it might be open for selection, and probably more recommendable for adoption. With respect to the objections: in the first place, before ascertaining that the proposed road would be a direct thoroughfare from Timboon, a survey of the country would be required, which would occupy considerable time, and incur much expense, in consequence of the inaccessible nature of the country for a Surveyor's equipment: secondly, I would call your attention to the indispensable and well selected line of road (by Mr. Skene) from Timboon, crossing Mount Emu Creek, near Ewen's Homestead, and from thence bearing in a general direction, nearly parallel to the proposed road as far as the Hopkins. I notice the Port Fairy Road marked by Mr. Skene, because it is considered by some individuals a strong objection to the proposed road; the former passing through a line of country with an existing and growing traffic, with much of the land well situated for agricultural purposes, while the latter has neither to recommend it under present circumstances, and until a survey of the country were made, it should remain doubtful whether the road proposed by Mr. Lennox would be more direct than the line marked by Mr. Skene, as far as the Hopkins.

Under these circumstances, I propose, as a modification, that a junction be formed with Mr. Skene's road at a point on Mount Emu Creek about five miles from its junction with the Hopkins, and joining the road proposed by Mr. Lennox at the crossing of Brucknel Creek. By this arrangement, the traffic from the Timboon and Mount Morart districts could be conveyed along Mr. Skene's road (which I consider to be a central line), and on to Warrnambool, from the already proposed point of junction by Allan's Ford, while the Port Fairy traffic would cross the Hopkins at the Falls, as already proposed by Mr. Skene.

I have the honor to be,  
 Sir,  
 Your obedient servant,  
 (Signed) ROBERT SCOTT,  
 Assistant Surveyor.

The Surveyor General, Melbourne.



Colonial Secretary's Office,  
13th February, 1852.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 29th ultimo, No. 34, enclosing the report of Mr. Scott, Assistant Surveyor, upon a proposed line of road between Timboon and Allan's Ford; and I have the honor to inform you in reply thereto, that under the circumstances of the case, and in consideration of the peculiar difficulties attendant upon the performance of new works in the present state of the Colony, His Excellency the Lieutenant Governor finds himself compelled to withhold his sanction to the erection of the bridge recommended by Mr. Scott, for further consideration.

G. W. RUSDEN.  
For the Colonial Secretary.

Surveyor General, Melbourne.