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## THE SCOTTSDALE RAILWAY

On Friday last the formal opening of the newly constructed line of railway from Scottsdale to Launceston took place. Though the line has for the most part been described at length from time to time in our columns, still the following general

review of the work and its surroundings will no doubt prove an interesting record: — ITS INITIATION. The preliminary proceedings in connection with the contemplated construction of the Scottsdale line were fraught with difficulties numerous and varied. The debates in Parliament upon the question, and the different issues arising from the initiatory steps taken in regard to the starting of the undertaking were frequently of long duration, and warm in argument. A Royal Commission en

quired into the matter, and reported thereon, but the result had the effect of providing fresh "bones of contention." The original survey was, however, sanctioned by Parliament in 1882. It was part of the Parliamentary survey from Launceston to Moorina, Gladstone, and Boobyalla, which was never completed, owing to want of funds. The original route, as surveyed by Mr. J. C. Climie, followed down the Tamar to Dilston, then on to Mount Direction, thence inland along the northern end of Turner's Marsh, down the valley of the Piper in a northerly course on the western side, passed within a short distance of Lefroy, and crossed the Piper, near the Lower Piper bridge. The length was 67½ miles, and the estimated cost £300,000, or £4444 per mile. In 1883, £300,000 was proposed for the construction of the railway along this route. Parliament, however, considered that if practicable the circuitous route should be shortened by diversions through the Upper Piper and

Lilydale districts. The first session soon afterwards closed, and in the interim between that and the second one of the same year, Mr. W. P. Hales succeeded in making a rough trial section, which reduced the distance from 67½ to 59½ miles. This route, after leaving the L. and W. railway station, went by the rear of the Mowbray Race-course, crossed Rocher's or Barnard's Creek at 5½ miles distant from the city. After running down a valley between two ranges, it crossed Dilston Creek at 10 miles from Launceston. Then going north-easterly it proceeded through the south end of Turner's Marsh, and through the Upper Piper at the same point as the line now constructed. After this it ran through Prickly Wattle Gully to Hall's Track, in proximity to the Second River, and crossing the Third River it went along the foot-hills of the Denison Range, and connected with Mr. Climie's route a short distance west of the Denison goldfield. The estimate of cost was the same as that made in connection with Mr. Climie's route. This trial section was submitted to Parliament, and the original vote passed for the construction of the line, there being no time available for the department to make plans or any close estimates. Immediately on the passing of the bill, survey parties were formed under Messrs. De Mole, Hargrave, Sheard, and Atkinson. Mr. J. M. M'Cormick, the present superintendent engineer, took the general inspection and oversight of the whole work. During the

course of this survey it was determined to ascertain if the route could be shortened still further, and preliminary levels showed this to be practicable to the extent of 12½ miles, and the avoidance of the Tier, which would involve an unnecessary rise and fall of some 400ft. The result of the examination was submitted to the Cabinet, who at once approved of the alteration, involving, as it did, the saving of many miles of line through totally unproductive country, and bringing it nearer to Lisle, and the productive agricultural areas between the Piper and Scottsdale. This, the contract line, is 47 miles 4 chains in length, and a large amount of labour was bestowed in order to run it through the best portion of the country possible. TENDERS. On June 17, 1885, tenders were

called for the construction of the line, and nine tenders were received. The highest (Mr. Falkingham's) was £345,468, and the lowest (Messrs. Boland and Scott's) £228,541. The latter tender was accepted, the time allowed for the completion of the contract being two years and a half, but with the option of extending the period. The [bid?] of Messrs. Boland and Scott was not for a lump sum, but only to carry out the works at schedule prices, irrespective of quantity. THE CONTRACTORS AND GOVERNMENT STAFF. Messrs. Boland and Scott were the first local firm to undertake a railway contract in Tasmania. Mr. Boland has had upwards of 35 years' practical experience of road and bridge work in this colony, and Mr. Scott had a lengthy business experience previous to his settling in Tasmania some years ago. Their first engineer was Mr. T. M. Atkinson, a gentleman who had a large experience previously in the description of work under notice in England, South Africa, and New Zealand. Mr. Atkinson had also been engaged by the Tasmanian Government on the surveys for the Sorell, Melton Mowbray, New Norfolk,

and Scottsdale lines. He was succeeded by Mr. J. Swan and Mr. A. Chaplin, the latter gentleman continuing on until the incidental work was done. The Government supervising staff was a strong one, Mr. J. M. M'Cormick being the superintending engineer, and he had under him two resident engineers. Mr. M. Cresswell had charge of the line between Launceston and the Upper Piper, 20 miles, and Mr. W. P. Hales of that portion between the Upper Piper and Scottsdale. The two assistant engineers were Messrs. Bernard and

Mills. ELEVATIONS. A good idea of the rough and broken country met with whilst taking the line across the many water-sheds incidental to the route at almost right angles can be gathered from a knowledge of some of the elevations. The line begins at Launceston only a foot or two above sea level, and at 8 miles an elevation of 493ft has been attained. Another mile on, this has increased to 524ft. Twelve miles from the city an elevation of 741ft is met with, and half a mile further an increase is made to 814ft. At 13 miles 75 chains the Dog wood Gully viaduct is crossed at an elevation of 898ft. At 14¾ miles the elevation decreases to 569ft, and at 16 miles to 437ft. At 22 miles 495ft is the elevation, and at the tunnel through the Denison Range

the highest elevation, namely, 1003ft, is encountered. At the Denison River, 29¼ miles from the city, a decrease has taken place to 458ft, and at Panama Creek to 231ft. At Lisle Creek, 36 miles from Launceston, the elevation is 280ft, at the Little Forester, 301ft, and at Simpson's Saddle, 42½ miles from the city, 355ft. After this a rise occurs, and the Scottsdale terminus is situated at an elevation 651ft above sea level. THE LINE The line junctions by a five chain curve with the L. and W. line, opposite the workshops. The Scottsdale points are here regulated by Messrs. M'Kenzie and Holland's interlocking gear, introduced here for the first time, and similar to that used on Victorian railways. Safety points have also been laid a short distance before the junction is reached, and which, except when the proper trains are actually passing, will remain open, so that if by any mishap, trucks were to break away at Rocher's lane or Mowbray, or if an engine driver mistook or disobeyed, a signal, the erring train would be turned off to a branch line with a dead end. The signals themselves cannot be moved until the points are right. After leaving the Launceston and Western Station, which constitutes the terminus at this end, the line goes over a low embankment for half a mile along the north bank of the North Esk River through the Braemar estate, then, crossing the Invermay Flats, ascends to the Mowbray Race-course. It afterwards crosses the properties occupied by Messrs. Grubb and Gaunt, also Rocher's lane, and then takes a wide valley between two ranges across Mr. F. Archer's estate of Landfall for two miles. Then it goes through Neilly's estate for 3 miles. At 5 1/2 miles from town, Barnard's Creek is crossed by a bridge with concrete piers and abutments, and timber top. It has six flood openings of 10ft each. An additional opening of 10ft carries away the flood water of an adjacent small creek. Breakneck Creek, about a mile further on, is crossed on a large culvert with three openings of 15ft each, and provided with concrete abutments and a wooden top. Along the line there is a great succession of small side cuttings and enlargements with numbers of culverts and waterways, the many creeks

and blind gullies met with upon this side of the range being thus crossed. Between the city and the tunnel the waterways consist of arched concrete culverts, concrete walls, with wooden

tops and earthenware pipes, surrounded by rings of concrete, and the engineers have expressed every confidence in their complete utility. Some of the large arched culverts under heavy embankments run from over 100ft to 200ft in length, and as the heaviest embankments range from 45ft to 63ft in height, solid workmanship in the culvert was necessary. At Myrtle Creek, situated 8 miles 13 chains from Launceston, there is an 8ft arch culvert, 115ft long, under an embankment 45ft in height, and this constitutes a heavy piece of workmanship. After leaving this, in the next half-mile there are three cuttings in the solid basalt rock. These terminate in an embankment at Dogwood Creek, where an 8ft arch culvert is covered by an embankment 157ft long, and upwards of 40ft high. Between 7 miles 54 chains and 9 miles 5 chains the line has been lowered to an average of 6ft, and this has improved the grade and lessened the cost of the culverts and embankments to a satisfactory extent. Dilston Creek is crossed 10 miles 24 chains from Launceston by a bridge with 200ft waterway, having concrete piers and abutments. Some distance further on an 8ft arch culvert crosses a waterway which drains a somewhat large flat. Further on the line turns the flank of a hill, and goes into the valley leading to the south end of Turner's Marsh. At 13 miles 75 chains an important work is met with in the form of a tressel viaduct, which crosses M'Kenna's Gorge. This work comprises a concrete abutment at each end, and five concrete piers 10ft. in height, surmounted by a wooden tressel bridge 40ft high and 200ft in length. The cost of this structure was between £2000 and £3000. Here the grade is 1 in 40.5, and a six-chain curve with siding cutting, exists on the western approach, and a 16ft cutting on the eastern end of the bridge. At 16 miles the line crosses the Piper's

River. The bridge here consists of a 64ft iron girder crossing the main stream on concrete abutments, and twelve 20ft pile flood openings 24ft above the ground. To get into the Upper Piper Valley, or Lilydale the line crosses a succession of spurs off the Brown Mountain. A number of hills and gullies are crossed by heavy cuttings and embankments, through the properties of several well-known residents, arch culverts being used in each gully. Afterwards the line descends into the valley of the Second River, going, through a well settled district for some distance. The line goes down the western side of the valley heading in a northerly direction, and crossing a portion of swampy ground. The Third River is bridged by a 64ft iron girder with concrete piers and abutments. At 22 miles the line crosses from the west to the east side of Hall's Track, and then there is a steady ascent of four miles to the tunnel, where a down grade follows for some distance. Before the tunnel is reached the land improves in quality. A number of spurs and gullies are crossed by short cuttings of from 3000 to 9000 yards, and embankments of from 10ft to 20ft. THE TUNNEL. This work, which pierces the Denison Range, was at first somewhat thrown out, of its original line through a miscalculation on the part of

the surveying engineers, but this mistake was soon remedied. The approaches were commenced in December, 1885, and a year later the bottom, heading through the tunnel was begun. On July 6, 1887, the breaking down of the rock to receive the arch and walls was started. This was completed in August, 1888. The last brick was laid in the arch on Wednesday, December 19, 1888. The length of the tunnel is 35 chains. The walls, which are 18in in thickness, are of concrete. The side walls are 8ft in height, their composition being of cement concrete with component parts of five of broken metal, one of Portland cement, and three of sand. In the side walls there are 3100 cubic yards of concrete. The arch and fronts are composed of brickwork, and about a million of bricks were used in connection with the work. For 80ft on the Launceston side, and 60ft on the Scottsdale one, the arch is 18in in thickness, but the remainder of this part of the tunnel has a uniform thickness of 14in. The height of the tunnel is 16ft and width 12ft. It has a down grade towards Scottsdale of 1 in 60. The tunnel has been made larger than that, which occurs on the Main Line through Flat Top Hill, on account of the greater width of the Government carriages, and in compliance with the regulations issued by the English Board of Trade, which requires that

sufficient clearance should be established to permit of the doors being freely opened on each side of the carriages in the event of stoppage or accident. The tunnel has been

for the most part pierced through greasy slate rock. The work of excavation was begun, with hand labour, but afterwards compressed air and the rock drills were brought into action. The general excellence of the working of the tunnel is in a great measure due to the energy, skill, and thoroughly practical experience of Mr. Fitzpatrick, the inspector. The first railway train and carriage passed through the tunnel on Wednesday, January 2, 1889. It was a special train, placed at the disposal of the hon. P. O. Fysh (Premier) and A. T. Pillinger (Minister of Lands and Works) by the contractors. The train proceeded to the 40 mile peg, within seven miles of Scottsdale, to which point the line at that date was completed. THE TUNNEL TO SCOTTSDALE. From the tunnel eastward the line falls rapidly for miles by a succession of sharp curves and heavy grades, and had to be lengthened to obtain even a 1 in 40 grade. At the foot of the Denison Range, some

what over a mile from the end of the tunnel, Hall's Track is again met with, and close by is a small township. At 28 miles from the city is the site of the Denison station, a very swampy place in wet weather and within the next three miles the line falls 360ft, by a repetition of curves, in an almost continuous grade of from 1 in 40 to 1 in 44. In order to get round the Denison Gorge a long detour had to be made, with heavy cuttings and embankments, which are numerous between the tunnel and the 35 mile peg. As the line within this distance crosses a number of watersheds and creeks, it is a succession of inclines, cuttings, and embankments but the curves and grades are easier than on the Denison section, and there were no very formidable obstacles to overcome. The following rivers and creeks are crossed between the tunnel and the Scottsdale terminus, either by powerful bridges or culverts :— Panama Creek, 33 miles 80 chains from the city ; Lone Star Creek, at 34.75 miles; Tobacco Creek, at 35.25 miles Lisle Creek, at 36 miles ; the Little Forrester River, at 37 1/2 miles; Little Brid River, at 43 miles; the Brid River, at 44 miles; and a little further on, Muddy Creek. The bridge spanning the Brid River is one of the largest on the line. At 41 miles from the city a heavy piece of work is met with in the form of a deep cutting of about 40ft, which is followed by an embankment a quarter of a mile long, and upwards of 23ft high in the deepest part. The pinch is to cross a dividing range, which is surmounted at Simpson's Saddle. GENERAL. In regard to the line generally it is estimated that upwards of a million cubic yards of excavation has been done in connection with it. The culverts constructed throughout are in both concrete and timber. As to the bridges, although they are apparently sound, substantial samples of workmanship and engineering skill, still the exigencies of the line

did not call for the erection of any of great importance or size. They, as a rule, are of moderate height and span. Those crossing the Piper, the Second and Third Forrester, and Brid rivers, are the principal ones along the line. The bridges of the Piper and Second rivers have water ways, and concrete abutments and piers similar to those on the Derwent Valley line. One work along the line, situated at the Denison Gorge, at about 30 miles from, the city, calls for special attention, and that is the 'Jubilee arch.' This arch, which is said to be one of the finest of its class in the colonies, is 15ft in height, and built of concrete. The work, which was excellently carried out, was completed upon the date of her Majesty's Jubilee, hence its name. In regard to the metalling, etc., of the line, that portion from Launceston to the tunnel consists of hard broken metal, topped with gravel from St. Leonards. From the tunnel to Scottsdale it is all St. Leonards gravel, which has proved of excellent quality for the purpose. The sleepers are of the usual size, and are laid 2340 to the mile on the straight, while extra ones have been, placed on the curves. The rails weigh 60lb per yard, and, with the whole fastenings throughout, are of steel. The junctions between the many steep grades have been eased off with what are known as vertical curves, these tending very much to the smoothness and comfort of travel-

ling, and the preservation of stock from jerks and bumps experienced often when the changes are abrupt. The following is a summary of the deepest cuttings met with along the line :— At 17 1/2

miles from the, city there is one 42ft deep; at 17 3/4 miles 45ft; and at 28 1/4 miles 54ft. At the upper or Launceston end of the tunnel, the cutting is 57ft deep, and at the lower or Scottsdale end 63ft deep. There are others along the line varying from 30ft . to 50ft in depth. Many rock cuttings are encountered between 7 and 8 miles from Launceston, and some of the culverts met with along the route measure 200ft in length. The amount of compensation paid for land in connection with the line was £10,000. Contractors' trains have been running for some months past. Telegraph lines have been erected through out, and efficient signalling appliances have been provided at all stations. The general equipments in connection with the various offices and stations are very credit able, and the sum of £1200 has been appropriated for this purpose. As to the rolling stock, it is all in first-class order, and is similar to that in use on the Mersey line. Several passenger bogie carriages (which were imported from England, and which have for some time been in use on the L. and W. line) will be utilised for the new railway. COST, ETC. Subsequently to the working particulars being completed and the contract let, it was found that a further sum of £70,000 would be required to properly complete the line. It was pointed out that the saving of so many miles of unproductive work would alone justify the extra cost, and there is no reason to doubt that this extra amount would have fully covered the ultimate cost, exclusive of a comparatively small expenditure for additional rolling stock and new stations lately completed. As before stated, the amount of the original contract was £228,541. The original time for the completion of the work was March 1, 1888, but in consequence of representations made by the contractors with regard to extra work, and the difficulties encountered in the form of bad weather etc., the time was extended to December 1, 1888. This has now been exceeded by some months but as a set off there has been the task of lining the whole of the roof and sides of the tunnel, instead, of a portion thereof as formerly contemplated, the construction of extra station yards, and the failure to find the required class of ballast between

the tunnel and Scottsdale, through which the contractors were compelled to obtain it from the St. Leonards pit, and lose there-by a considerable amount of time. Then, again, much trouble was caused by continued subsidence of the large bank rising from the flats, in close proximity to the North Esk River, at Launceston, just beyond Mr. A. Evans's soap works. The clearing of the railway line proved exceptionally heavy labour, owing to the size of the timber which had to be cleared, in some places to a width of from 6 to 8 chains, in order to ensure safety. This work throughout the line has cost some .£5000, inclusive of all compensation for damage to private property. Then, again, there was £10,000 paid away as compensation for land required for railway purposes

and £1200 for equipments in connection with offices, stations, etc. The largest number of hands employed by the contractors at any one time throughout the work was 1200. Labourers were paid at the rate of from 7s 6d to 8s per day, and from 12s to 13s per day was given for skilled labour. THE WORK THROUGHOUT. The works throughout have been carried but in a manner which reflects credit upon Messrs. Boland and Scott, the contractors, and also the engineering staff generally. Mr. J. M'Cormick, the superintending engineer, has had a difficult task to perform, but his energy, tact, and engineering skill have carried him through with success. Associated with him were Messrs. W. P. Hales and Mr. Cresswell, to both of whom high commendation is also due. The last-named gentleman was removed to the Apsley line when that work was commenced, and since then Mr. W. P. Hales has had charge of the whole section of the line as resident engineer. The thoroughly practical experience of Mr. Fitzpatrick, the travelling inspector, proved a decided help towards bringing the work to a satisfactory issue. The first engineer engaged by the contractors was Mr. T. M. Atkinson. This gentleman left some time since, and was succeeded by Mr. J. Swan, a clever engineer, who had previously had considerable experience in railway work in South Australia and Queensland.. Mr. A. Chaplin was also engaged about the same time as Mr. Swan, and when the latter left, Mr. Chaplin took sole charge of the engineering works connected with the contractors' department. Taken throughout, the works are solid and efficient, and compare favourably with lines of a similar description elsewhere.

The difficulties which had to be overcome were numerous and varied, but as the result of operations has already shown, these were all successfully overcome. STATIONS. There are altogether 12 stations connected, with the line, inclusive of the termini. At Launceston it is contemplated to provide a special siding and platform at the L. and W. station for the Scottsdale line. The exit and entrance to the yard is protected by the most modern interlocking gear extant. The first station after leaving Launceston is Mowbray, 1 3/4 miles from the city. This will prove especially useful in connection with the various race meetings held at the Mowbray course! It will also obtain, a certain amount of suburban traffic. The second station is at Rocher's lane, near the junction of the lane with the George Town road. It consists, of small offices, loading van, and station-master's house, etc. The third station is at 13 miles and is called the Upper Turner's Marsh station. The name is not the most suitable, but a better one has not suggested itself. The accommodation is the same as at Rocher's lane. At 16 1/4 miles the Karoola station is reached. This is near Piper River, and here the buildings are of a better class, and have the addition of a goods shed. The name Karoola was adopted by the Minister of Lands after various suggestions had been made for one more suitable than

Piper River. The native expression for Piper River is Wattru- Karoola. The next station is at 25 1/4 miles, not far from the upper end of the tunnel. This will be of a minor character, and is intended for the accommodation of the growing agricultural settlement there. The next station is at 27 3/4 miles. It adjoins Hall's Track, on the old road to Bridport and the N.E. Coast. The accommodation is similar to that at Rocher's lane, with the addition of

cattle yards and goods shed. The native name Lebrina has been chosen for this station, and means a "a house or hut." The well-known "Chester's Hut" was long a kind of land-mark here for travellers. Descending from this station we reach the 31 1/2 mile siding. A good deal of land has been taken up by Messrs. Ditchmm and others in this neighbourhood, and the station has been laid out to pick up an anticipated traffic in blackwood, of which a considerable quantity is growing there. The next station is Golconda, 33 1/4 miles from Launceston. It is of a minor character, and consists of a small shelter shed, and cottage for the porter in charge. This will probably become the station for the traffic instead of the next station, at about 38 miles, known as the Lisle Road station, where the accommodation is the same as at Golconda. Letinna, 43 1/2 miles, is the succeeding station. It is near the crossing of the Springfield Road; which leads from the old Pattersonia and Scottsdale road,

through the West Scottsdale settlements to Ellesmere. Here, at present, are provided small offices, cattle yards, porter's cottages, engine-house, and a concrete lined reservoir on the top of the cutting above the station, the water being pumped up from the River Brid, close by. This is the only watering place on the line for engines, The name of this station was selected out of many as being appropriate, meaning in the aboriginal tongue, "Give me cold water". The terminus at Scottsdale ad joins the Agricultural and Pastoral

Society's show grounds, and is on land formerly belonging to Mr. Heazlewood. It is an excellent site, and roomy and level. The sidings are a quarter of a mile in length from end to end. Roomy offices, larger than, but of similar pattern to those at New Norfolk and Avoca stations, are provided. There is a verandah to the platform. The goods shed is 120ft long, and there are a double engine-shed, carriage-shed, stationmaster's cottage, porter's, cottage, several sets of cattle pens, engine turn-table, etc. also a special entrance for cattle. This station has been laid out with the view of getting easily away in any extension to Moorina or Ringa rooma. THE COUNTRY AND ITS PROSPECTS. In regard to the question as to the reproductiveness or otherwise of a line of railway through a country or district, the future as well as the immediate results have to be taken into consideration. If it can be shown that the establishment of railway traffic can improve a district by opening up and inducing settlement, it

does not follow that such a step must be regarded as an error, or waste of money, simply because the line does not prove profitable as far as direct monetary returns are concerned. The Scottsdale line may not, and in all probability will not, show a balance upon the credit tide for some years to come, but still it cannot be gain said that its establishment will certainly cause, and is now causing, settlement upon the Scottsdale country. As to the nature of the country passed through, the quality of the land, as would naturally be expected, varies greatly. Between Launceston and Roacher's lane agricultural land exists which is traversed by a good macadamised road, the consequence being that the line will not make a marked difference to the residents of this portion. From the 5-mile to the 18-mile peg the line goes through good, but stony, sheep country, capable in places of cultivation. From the 13-mile to the 32-mile peg it traverses agricultural land of varying quality, with patches of poor ground. Between the 32 and 44-mile peg the land is mostly barren, some of it being unfit even for sheep; but at 85 and 37 miles (the latter the valley of the Little Forrester River) there are patches of good soil. From the Brid River (44 miles) to Scottsdale is rich agricultural land, and this continues for some miles beyond the station in an easterly direction. Traffic will also be drawn from the rich agricultural district of Upper Ringarooma. Against the cost of the Scottsdale line, therefore,

must be placed the fact that it will open up for settlement a tract of country 20 miles in length by from 5 to 8 miles wide, containing between 70,000 and 100,000 acres, of which a large proportion is agricultural land, while the remainder is capable of improvement for grazing purposes. The valleys of the upper Piper and Turner's Marsh were first visited by settlers over 30 years ago. Afterwards came the establishment of a saw-mill by Messrs. W. D. Grubb and Wm. Tyson in the Mount Arthur Ranges, 13 miles from Launceston, on the Upper Piper. These pioneer efforts led to settlers taking up agricultural areas in the Upper Piper valley. The district of Turner's Marsh derives its name from a fine flat on the east bank of the Piper. This flat was originally known "Slasher's Hole", and the name was changed to Turner's Marsh when it was taken up by Mr. Turner, formerly Police Clerk at Launceston, from whom it passed into the possession of Mr. John Barrett. Some 27 years ago Mr. Hall, the well-known surveyor, marked out Hall's Track from Roacher's lane to Bridport, and contracts were let for clearing the first 12 miles 15ft- wide. The present Mayor, and member for South Launceston; Mr. . D.

Scott, was one of the unfortunate pioneers of the Upper Piper, the 320-acre selection then held by him now forming a portion of the estate held by Messrs. Kowarzik, and in 1862 he assisted in clearing Hall's Track. Owing to the want of roads, heavy cost of carriage, and expense of clearing, etc. many of the early selectors threw-up their farms or sold them. Mr. D. Scott was one of these, and Mr. Boland, one of the contractors of the present line, was another. Naturally since the railway was projected, land and property

have considerably advanced in value, and fresh settlers have poured into the district. Thousands of acres of Crown land have been taken up, and settlement is steadily advancing. The Piper Valley is not as a whole suitable for grain growing, but for pasture, stock raising, dairy farming, and root crops, the soil is well adapted. Ten years of railway facilities should have the effect of trebling the present population of the district through which the line runs; while the area of settlement and cultivation should be doubled, and still increasing. The trade in split timber and firewood will form an important item, and stock raising and dairy produce should be found profitable, while no district in the colony offers greater facilities for potato cultivation. (To be continued.)