

(No. 75.)



1898.

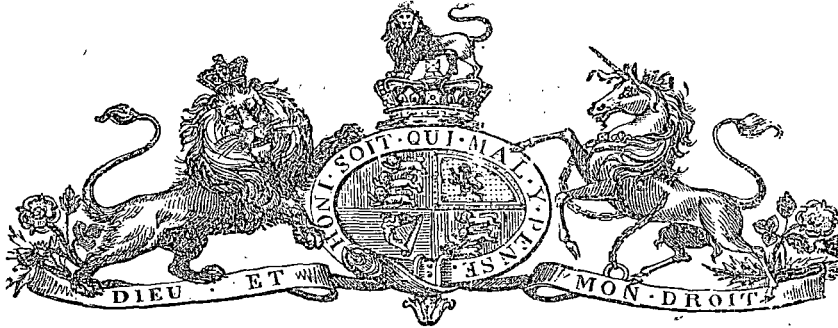
PARLIAMENT OF TASMANIA.

PUBLIC WORKS EXECUTION BILL, 1898, (No. 107):

REPORT OF SELECT COMMITTEE, WITH MINUTES OF
PROCEEDINGS, EVIDENCE, AND APPENDICES.

Brought up by Mr. F. W. Piesse; October 13, 1898, and ordered by the
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SELECT COMMITTEE appointed, on the 6th day of October, 1898, to consider and report upon "The Public Works Execution Bill, 1898," (No. 107.)

MEMBERS OF THE COMMITTEE.

MR. DOUGLAS.
MR. GELLIBRAND.

MR. PIESSE.

DAYS OF MEETING.

Friday, October 7; Saturday, October 8; Monday, October 10; Tuesday, October 11; Wednesday, October 12;
Thursday, October 13.

WITNESSES EXAMINED.

The Honourable A. T. Pillinger, Minister of Lands and Works; Mr. H. E. Packer, Secretary for Public Works;
Mr. P. L. Butler, Inspector of Roads (Southern Division).

R E P O R T.

THE Select Committee appointed to consider the Public Works Execution Bill, (No. 107), have now the honour to submit Minutes of their Proceedings, together with Report of the Evidence taken, and the following Papers, which have been prepared under their direction by the Secretary for Public Works; viz.:—

- (1.) Return showing the amounts proposed to be spent during 1899 on Roads, Bridges, Jetties, Public Buildings, charged to the Consolidated Revenue Fund, and amounting to £17,500, while the amount proposed to be charged to Loans Account, as per Schedule to the Public Works Execution Bill, is £89,031 2s. 2d.
- (2.) Summary showing approximate share for each House of Assembly Electoral District in the last-named amount, also total previous Expenditure on
 - (1.) Roads,
 - (2.) Bridges,
 - (3.) Harbour Works,
 - (4.) Tracks,
 - (5.) Buildings,
 - (6.) Railways,
 out of Parliamentary Votes to the end of last year, but not including any appropriations out of Land Fund.
- (3.) Statement of Road Rates levied by all Road Trusts and Town Boards for the Years 1895, 1896, and 1897.
- (4.) The Schedule to the present year's Bill with summarised information from preceding Returns opposite each item.

Your Committee having carefully considered the above Returns, and perused the Inspector's Reports upon the several items in the Schedule, have the honour to make the following observations:—

- (1.) That Items of Renewal, if not of Repairs, are included in the proposed Votes.
- (2.) That an unsatisfactory practice obtains of proposing small votes for Roads to Selections, the objections to which in the opinion of your Committee are—
 - (a.) That the practice is partial in its application—the rule being not to help any group of settlers who may need roads if their holdings are not recently alienated Crown Lands.
 - (b.) That the vote is proposed without any condition as to amount of the District Road Rate, or as to contribution towards expenditure by the persons to be benefited.
- (3.) That Items 247, 249, 250, 251, and 260 call for special remark:—

Item 247. This item has been rejected upon previous occasions by your Honourable House, and should not be passed in this form.

Item 249. Because it is undesirable to enter upon a new policy of thus defraying cost of Water Supply Schemes.

Item 250. Because no particulars of the Works on which this money is to be spent are given; and because the bridges and jetties have all previously been built out of public moneys, and, so far as your Committee has been able to ascertain, with one exception, out of Loans Votes.

Item 251. Because it is undesirable to have such an item in a Loans Schedule, unless strictly confined to Emergent New Construction Work.

Item 260. This appears to be a vote for an Expenditure usually borne by a Marine Board.
- (4.) In regard to the proposed conditional vote of £1000 upon the Pound-for-Pound system, there is no information as to whether this will be confined to items of Construction, or be partially devoted to Renewals or Repairs.
It should be stipulated that the details of the expenditure of this money should be laid before Parliament.
- (5.) That the terms of Section 113 of "The Crown Lands Act, 1890," (54 Vict No. 8), do not appear to be followed in many cases.

Your Committee consider it to be their duty to remark upon the very large sum which Road Construction has already cost the country ; and, while admitting the very great benefits that have undoubtedly followed this policy of development, it must be remembered that there is no direct contribution towards the interest upon the debt incurred for this purpose. Whether the country can prudently continue adding at the rate proposed during this, and accepted last, Session for non-interest earning works, remembering how serious a burthen the Interest on the Public Debt is, and how difficult it has been to meet the annual obligations of the country, which compelled resort to a heavy Land Tax and an exceedingly high Income Tax as well as greatly increased Customs Duties, is a matter for very serious consideration.

Your Committee have the honour to recommend that—

- (1.) Votes under £100, unless an excess upon some larger previous vote, should not appear in the Schedule to a Loans Bill.
- (2.) As to votes for construction of "Bye-roads" to Selection, these being generally only enough "to clear and roughly form" the road, are open to grave objection as not being of a sufficiently permanent character to be paid for out of borrowed money.
- (3.) No such vote should be passed for a District where the rating is less than One Shilling in the £, and then only upon condition that a substantial amount is contributed by the settlers to be benefited either in money, labour, or material. Clause 4 of the Bill contains the principle which should be applied to these cases.
- (4.) And all such votes should be paid out of Revenue, unless the money is applied strictly in constructing permanent Works.
- (5.) That Items 247, 249, 250, 251, and 260 should be eliminated or amended, for reasons above set forth.
- (6.) That Item 258—Contingencies, Railways—should not be placed in a Loans Bill Schedule.

Your Honourable House will recognise in these recommendations similar conclusions to those contained in your own unanimous Resolution, passed on the 15th December last, which was forwarded to the House of Assembly on that day, and which we now transcribe, as follows :—

- "1. That, while it is desirable to continue to promote the development of the Country by a judicious expenditure on Public Works, no votes in the nature of provision for repairs or renewals ought to be provided for out of borrowed money.
- "2. That, as to any such items of repairs or renewals, the principle of local responsibility should be recognised, and any contribution out of Consolidated Revenue should be provided in some proportion to local effort expressly put forth for the same work, the sufficiency of which, however, should be gauged with due regard to local ability.
- "3. That, while special circumstances may be allowed to call for an exception, no vote should as a rule be proposed in respect of any District controlled by a Local Body which does not levy local rates amounting to One Shilling in the Pound."

In conclusion, your Committee desire to recognise the manner in which your Committee's enquiries have been met by the officials of the Public Works Department, and draw special attention to the information contained in the appended Returns, which is now for the first time at the service of Parliament, and is in accord with the Order of your Honourable House made on the 17th November last.

This information your Committee recommend should be supplemented during the recess by the preparation of a further Return, which may be best entrusted to the Government Statistician, giving an estimate for each Electoral District of the House of Assembly of—

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|--|-------------------------|
| (1.) Population as at 31 December, 1898. | |
| (2.) Revenue contributed through the Customs. | |
| (3.) Revenue contributed through the Land Tax | |
| (4.) Revenue from other Taxes | |
| (5.) Total Revenue from Taxes per head | } for the
year 1898. |
| (6.) Land Sales in the District | |
| (7.) The Expenditure out of Land Fund | |
| (8.) The Expenditure on Public Works of all kinds as shown in the books of the Public Works Department, deducting the amount expended as from Land Fund. | |
| (9.) An Estimate of the Interest charge per head upon the assumption that this Balance of Capital Expenditure necessitates an interest provision of 3 per cent. per annum. | |

F. W. PIESSE, *Chairman.*

13 October, 1898.

MINUTES OF PROCEEDINGS.

FRIDAY, OCTOBER 7, 1898.

The Committee met at 10 o'clock.

Members present.—Mr. Douglas, Mr. Gellibrand, and Mr. Piesse.

Mr. Piesse was appointed Chairman.

The Committee deliberated.

Resolved, That Mr. H. Packer, Secretary for Public Works, and Mr. E. H. Kennedy, be summoned to give evidence.

Mr. Packer was called in.

Ordered, That Mr. Packer prepare a Report showing the Total Amount proposed to be spent during 1899, as shown in Bills now before Parliament or promised since Bills prepared, in respect of Roads, Jetties, Bridges, Buildings, Harbour Works, and Drainage, coming out of Loans and out of Revenue. Also, to have prepared a detailed Statement in regard to each item on Schedule to Bill containing particulars:—(1.) Whether Road is a Main, Cross, or By-road. (2.) In which Road District is work situate. (3.) Amount of last year's Rate in that District. (4.) Amount previously spent in same work. (5.) Whether Vote is for construction or repairs. (6.) Any special reason that is urged in support of work.

The Committee adjourned at 11 o'clock till 2-30 o'clock.

The Committee met at 2-30 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

The Minutes of the last Meeting were read and confirmed.

Mr. Packer presented a Return showing proposed Expenditure for 1899 out of Loans and Revenue respectively.

Mr. Packer gave evidence.

The Committee adjourned till to-morrow at 10 o'clock.

SATURDAY, OCTOBER 8, 1898.

The Committee met at 10 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

The Minutes of the last Meeting were read and confirmed.

Mr. Packer gave evidence.

Ordered—That Mr. Packer furnish a Return showing, (1) the gross total amount of Sales during the last Five years of Crown Lands in the several Land Districts; and (2), the Expenditure in these Districts out of purchase money upon lands, bridges, &c.

Ordered—That Mr. Packer prepare a Return in regard to Items 236, 237, 238, and 243 of the Schedule, showing last year's vote, how expended, and proposals for Expenditure for this year.

Mr. P. L. Butler was called in and examined.

The Committee adjourned until 10 o'clock on Monday next.

MONDAY, OCTOBER 10, 1898.

The Committee met at 10 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

Minutes of the last meeting were read and confirmed.

Mr. Packer laid upon the Table the following Papers:—

1. Return showing the expenditure of 1898, and the proposed expenditure in regard to Schools, Police Buildings, and Post and Telegraph Offices for 1898.
2. Return showing last year's vote (61 Vict. No. 17) under each Electoral District in the same form as the present Schedule of the Bill.
3. Return showing amount out of Crown Lands funds spent on Item 83, St. Patrick's River Road.

Mr. Packer gave evidence.

Mr. P. L. Butler gave evidence.

Ordered, That Mr. Packer furnish a Statement showing the amount of unexpended moneys for last year, and what is the liability on the unexpended portion.

The Committee adjourned until 10-30 o'clock on Tuesday next.

TUESDAY, OCTOBER 11, 1898.

The Committee met at 10-30 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

The Minutes of the last Meeting were read and confirmed.

Mr. Packer gave evidence.

Ordered, That Mr. Packer prepare a Return giving information regarding Item 250, "Additions to and Extensions of Bridges and Jetties, £5000."

The Committee adjourned at 12-15 o'clock until 3 o'clock.

The Committee met at 3-30 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

The Minutes of the morning meeting were read and confirmed.

The Committee deliberated.

A Progress Report was brought up and adopted, to be presented to the Council that evening.

Resolved, That the Honourable the Minister of Lands and Works be asked to attend and give evidence.

The Committee adjourned *sine die*.

WEDNESDAY, OCTOBER 12, 1898.

The Committee met at 10:30 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

The Minutes of the last Meeting were read and confirmed.

The Honourable A. T. Pillinger was called in and examined.

Mr. Pillinger withdrew.

The Committee adjourned until 3 p.m. this afternoon.

The Committee met at 3 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

Minutes of the morning meeting were read and confirmed.

The Committee deliberated.

A Draft Report was drawn up and ordered to be printed for the discussion of the Members.

The Committee adjourned *sine die*.

THURSDAY, OCTOBER 13, 1898.

The Committee met at 11:30 o'clock.

Members present.—Mr. Piesse (Chairman), Mr. Douglas, and Mr. Gellibrand.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.

Report considered and adopted.

EVIDENCE.

FRIDAY, OCTOBER 7, 1898.

MR. PACKER, *examined*.

1. *By Mr. Piesse*.—Your name is? Harry Effingham Packer.
2. And your position? Secretary for Public Works.
3. *By Mr. Douglas*.—Was the Schedule attached to the Bill to provide for the execution of certain Public Works for the next year prepared under your instructions? Yes.
4. How was the information furnished to the Department in order to enable you to put all these items upon the Schedule? When application is made for a vote for a road such application is referred to one of the Inspectors, who furnishes the Department with particulars as to the advisability of making the road. These applications are received either from residents of the Districts or from Road Trusts.
5. The items, then, on this Schedule are originally furnished to the Department either from Road Trusts or from certain individuals within the respective districts? Yes.
6. The applications, I suppose, are directed to the Minister of Lands and Works? Yes.
7. *By Mr. Gellibrand*.—And referred to you? Yes.
8. What steps do you take to find out whether the works are justifiable or not? The applications are referred to the Inspector, who furnishes a report thereon. He also reports on those works he may think necessary which come under his notice in his visits of inspection.
9. *By Mr. Piesse*.—Then, these works are brought under notice, first, either by the member for the district or the local body, and secondly, by a departmental officer? Yes.
10. The officer may see a road upon which he thinks an expenditure necessary, and, independent of any local pressure, bring it under the notice of the department? Yes.
11. Have you any idea of the number of votes which have been brought under notice by the Inspectors? I cannot say just now; they have not been kept separately. All the votes have been recommended by the Inspectors.
12. *By Mr. Douglas*.—Are the reports of the Inspectors amongst the papers which you produce? In very many instances. Where applications have been made by Road Trusts or residents the reports of the Inspectors are in a great many instances attached to the papers.
13. What is meant by the words "improvements generally" which occur in many of the recommendations? The Chief Inspector of Roads, North, says that he can give me no better explanation than this: the road is what he calls "mother earth"; it has been cleared and partly formed, but it has not been advisable to do anything more to it for a time; from time to time it must be improved until traffic warrants completion of construction. These roads, being only lightly formed, get full of holes, and filling up is necessary.
14. *By Mr. Piesse*.—Have the moneys available under "The Waste Lands Act" been expended on these roads? Yes. The funds have been exhausted in the district in which the road is situated, and we must come on other moneys for the extra amount needed.
15. *By Mr. Piesse*.—Are there any repairs or renewals in the Schedule? I have asked both Inspectors more than once whilst the scheme was in preparation, and they have assured me that there were no repairs to roads in the scheme, and no renewal.
16. *By Mr. Gellibrand*.—One of the items in the bridges is a renewal.
17. *By Mr. Douglas*.—All these bridges are renewals.
18. *By Mr. Piesse*.—Mr. Packer has, however, been assured by the Inspectors that there are no repairs either to roads or bridges. The position then, Mr. Packer, with regard to "improvements generally" is simply this—a line of road has already been laid out which requires improving? That is it. A road may be grubbed, cleared, and partly formed from time to time, until it is decided to complete the road; it requires looking to and improving to suit alteration in class of traffic. With some roads there may be a good forming, and the Inspectors leave them for a while in order to allow that forming to set. In a year or two, the forming having set, the road then requires metalling. All the Inspectors strongly recommend making roads on a gradual system.
19. Stanley to Montagu Road—that is the coast road, I suppose? Yes.
20. There appears to be a good number of mining tracks in the Ringarooma district? The Inspector has marked them as roads.
21. What sort of a road is Ringarooma to Mathinna, a main road or a cross road? It is looked at in the light of a main road of communication; it is really a main connection.
22. The evidence goes to show that all the items are free from any objection on the score of being repairs? That is correct.
23. Are there any cases where the Government receive help from Road Trusts, Companies, &c., with regard to the construction of roads? There are only two or three items in the present proposals which have received help in that manner. There is the track from the Shepherd and Murphy Mine, and also Items 24, 42, and 60.
24. Why were the conditions made—was it on their own proposal? Yes, and partially on the part of the Department.
25. Was there any difficulty on the part of the Department in acceding to the request of such applications? None at all. A petition was received with reference to the road from Latrobe to East Devonport, which stated that the amount voted would be supplemented by £250 by the Local Road Trust.

26. No. 18 is a large item—Heazlewood to Corinna, £1000?

By Mr. Gellibrand.—And, according to the Return, £24,000 has already been spent upon it.

27. *By Mr. Piesse.*—Has £24,000 been expended between Heazlewood and Corinna, or has another road been added to it? The expenditure has been made on the whole road right through from Waratah to Corinna, and money spent on the Pieman District is also included.

28. *By Mr. Gellibrand.*—I think it would be a good principle to carry out the work by contract, instead of gangs. The Government work is seldom done by contract. Work done by gangs is very expensive? If the Department were allowed to pick its own labour it could do the work as cheaply by gangs as by contract.

29. Why are you not able to pick your labour? Because men who are in urgent need of employment cry-out for work. The Chief Inspector of Roads (South) states that if he could pick the men the work could be done as cheaply as by contract.

30. I should like to know what pressure is brought to bear in the way of engaging the unsuitable men mentioned? Simply the men themselves pressing for employment.

31. *By Mr. Gellibrand.*—The work done by day labour I think is very expensive? We have no lookers-on now, all the overseers have to work with the gangs.

32. *By Mr. Piesse.*—I should like to know clearly the meaning of the term “improvements generally”? As I have already stated, it means to nurse the road until traffic warrants completion.

33. Will the Government make a road to benefit a single selection only, or how many selections should be served by a road before money is spent? If there are five or six settlers in a good district the Government will probably make a road for them, if it is shown that the exigencies of their case necessitate it. It all depends upon the case set out.

34. Can you tell me the amount of Waste Lands Fund that has been spent on item 83—St. Patrick's River Road? I will obtain the information.

SATURDAY, OCTOBER 8, 1898

Mr. Packer produced a Parliamentary Return Ledger, and in explaining its use stated that each road, instead of being known by a different name each year, would have one name given to it which it would keep. Each road will also be credited every year with the amount voted for expenditure. This principle has been submitted to the Auditor-General and Mr. R. M. Johnston, Government Statistician, and they agreed that this is the best way of giving the information required. We will be able to see at a glance the expenditure that has been made on a road from as far back as 40 years. In this Ledger the Department will give each work a number, and a corresponding number will be marked on the plan. Take, for instance, the road from Ouse to Victoria Valley. This road is numbered 6, the same number is put on the plan, and it is, therefore, known as number 6. There is a column for apportionment in case the road is in two districts. The information which is now ready has never before been available, and is approximate from what records we have been able to get during the last 40 years. The Ledger will be posted up each year, and will be available for Parliament if it is needed. It would be better if the Waste Lands Funds were shown in the same way, and the Parishes narrowed down to Electoral Districts, so that at a glance one could see the quantity of land taken up, the amount available, what has been expended, and what remains to be expended.

Mr. Piesse.—As Chairman of the Committee, I should like to place upon record the excellent work which the Department has done in complying with the wishes of the Council in preparing the Return. The work shows that a great deal of thought had been given in getting the Return as correct as it is.

It was resolved that the details be not printed, only the totals.

MR. BUTLER, *examined.*

35. *By Mr. Piesse.*—Your name is? Pierce Logan Butler.

36. And title? Chief Inspector of Roads (South).

37. That, I suppose, takes in the whole of the Electoral Districts on the Schedule from Glamorgan? Yes.

38. Taken as a whole, are any of the items for repairs? No.

39. *By Mr. Gellibrand.*—Neither roads nor bridges? No.

40. *By Mr. Piesse.*—None for repairs to bridges? No.

41. What about bridge Bicheno to Avoca? That is a new bridge to selections.

42. And what is bridges and approaches, Snug and Little Snug? Small culverts were erected out of road votes, but they are now too narrow on account of the increased traffic.

43. Bridges and approaches, Little Oyster Cove, Kettering. Why is this put down? For the same reason. The culverts are too narrow for the traffic which passes over them. It is the same with the bridge on Agnes Rivulet Road.

44. *By Mr. Gellibrand.*—What about item 231, Clyde (completion)? This is an excess on what was previously voted, and is required for new decking.

45. *By Mr. Piesse.*—And is not new decking looked upon as repairs? This is an excess on the amount that was voted under former Public Works Proposals, and is merely to close accounts.

46. *By Mr. Gellibrand.*—But your statement that there were no repairs is to that extent incorrect? I don't think so, the item is specially marked “completion.”

47. *By Mr. Douglas.*—Item 121—Road, Stonor to Tunnack and Rumney Huts.—What is this for? For metalling. The road has never been metalled.

48. *By Mr. Gellibrand.*—What sort of a country is it? Very good. A great deal of produce passes along the road, from 18 to 25 teams every day. The road takes in Woodsdale, Runnymede, and the whole of Tunnack.

49. *By Mr. Douglas.*—Has the road been made? Formed only.

50. Was any money spent on this road last year? Yes, I think about £500.

51. *By Mr. Gellibrand.*—Is it a main road? No.

52. Why has the traffic been diverted from the main road? Because it is a more convenient road to Stonor.

53. *By Mr. Piesse.*—If it were not for this road, would the residents be obliged to go by the main road? No, there are several other roads, but much longer. The Stonor Road has been used for the last 10 years.

54. Are many potatoes grown in this district? Yes, a large quantity.

55. *By Mr. Douglas.*—The next item, 122, is road, Stonor to Rhyndaston. Why is this road put down?—the railway is between the two places, and what is the use of the road? It is for the convenience of those settlers who live between the two places, so that they can get to the railway stations.

56. *By Mr. Gellibrand.*—How do these items get on the Schedule? I recommend nearly all those in the southern portion of the Island.

57. But what brings them up? I take notes while I am going through the districts, see what selections are being taken up, and how they are situated, and furnish a report to the Department.

58. You start, then, from your own personal observations? Many of the applications are made by the selectors themselves and the Road Trusts.

59. But do you make an inspection and report on every application? Not in every case; the other inspectors furnish reports in some cases.

60. Did you inspect the Linda Track? It is under my control up to the Derwent Bridge.

61. *By Mr. Piesse.*—How much was spent on this track last year? About £600, in three items—Ouse to Victoria Valley, Victoria Valley to Marlborough, and Marlborough to Derwent Bridge.

62. Has the whole of the amount been expended? Yes.

63. *By Mr. Gellibrand.*—From your knowledge of the Linda Track do you think that £150 would be sufficient to keep the road in order for 12 months. No, I should not think so.

64. *By Mr. Adye Douglas.*—Item 126, Road, Jerusalem to Rhyndaston. What traffic is there between Jerusalem and Rhyndaston?—your recommendation states that it is largely used by people attending the Colebrook sale? The coal mine reserves have been cut up for selections lately, and about 12 or 15 settlers are there now. It is greatly used by persons driving stock and carting produce to Colebrook.

65. *By Mr. Gellibrand.*—Do you take into consideration the road rates that are levied when you are making your recommendations? No, I don't consider the road rates.

66. *By Mr. Piesse.*—Item 153, Road from Main Road through Derwent Park (excess). Is that anticipated? Yes, there are just about two anticipated items.

67. *By Mr. Douglas.*—£4250 has been put down for roads in the Kingborough District. Did you visit all the roads there mentioned? Yes.

68. Did you give your recommendations on the roads last year? No, the late Chief Inspector of Roads, Mr. Helmer.

69. Are any of the roads in this district continuations? Some are new roads, and others are continuations.

70. And are the new roads "cross-roads" or "bye-roads"? Most of them are "bye-roads," which go into new land that is being opened up. There are very few "cross-roads."

71. And these amounts, I presume, are in addition to the money that has been expended on the roads under "The Lands Act," 24th Section? Yes, in addition.

72. Do you know the amount expended on these roads under "The Waste Lands Act"? No, I do not bother about expenditure; so far as Crown lands are concerned of previous votes, I do.

73. Are you instructed to recommend expenditure of money on bye-roads? Yes; I get an open order to see what works are required in the different districts.

Mr. Piesse.—Twenty-two out of the thirty-four items in Kingborough are apparently bye-roads, or two-thirds.

74. *By Mr. Douglas.*—How long have you been acquainted with the Kingborough District? From the beginning of this year.

75. Are many selections being taken up in this district? Yes; selections are being taken up every day.

76. During the last 12 months how much land has been taken up? I cannot answer that.

77. *By Mr. Gellibrand.*—Did you have any applications for the expenditure of larger sums on these roads? Yes.

78. And you refused? Some were struck off altogether; I think about half.

79. *By Mr. Douglas.*—The general information that you have given with regard to Kingborough will, I suppose, apply to Franklin also? Yes.

80. Are the amounts asked for in the Franklin District for bye-roads too? Yes, a good number of them.

81. Has the Waste Lands funds been expended on these roads? Yes, it has all been exhausted.

82. What are the Road Trusts in the Kingborough District? Longley, Margate, Gordon, Welsh, Port Cygnet, Victoria, North Bruni, and South Bruni.

83. And in the Franklin District? Upper Huon, Franklin, Liverpool, Surges Bay, Esperance, and Southport.

MR. PACKER, *examined*.

84. *By Mr. Adye Douglas.*—Can you give me any information with regard to McKinnon's Bridge? Tenders have been called for this work, but £1150 has been found to be insufficient. The lowest tender received was at £1400, and the work has, therefore, been stuck up on this account.

85. The total amount, then, for this bridge is £1400? Yes.

86. What about the bridge at Stony Creek—£50? A person named Griffiths has taken up a selection in this locality, and the bridge will serve such selection. It is a case of great hardship, so far as Griffiths is concerned. The Chief Inspector of Roads, North, recommended the bridge.

87. I notice that £400 is down for a hydraulic lift at the Bonding Warehouse, and last year £350 was put down for the same thing? There are two lifts now, one of which brings into use a large store that has been lying idle for a number of years. Rent is being paid for the lifts by Messrs. Burgess Bros. and Messrs. Watchorn Bros.; the former also pay interest on the outlay, as they have exclusive use of this lift.

88. *By Mr. Gellibrand.*—Gordon Track (completion)—£500. What has been done on this track? About 17½ miles have yet to be constructed. We are now down to the Weld River.

MONDAY, OCTOBER 10, 1898.

MR. PACKER, *examined*.

89. *By Mr. Piesse.*—Do the owners of the small selections in any way help in regard to the construction of roads to their selections? Not unless they are paid for it. In some cases they do the work themselves, and make £50 go as far as £75 supposing the money was spent in any other way.

90. Take, for instance, the Hilly Park Estate in the Oatlands District—would the Department be willing to make a road to a group of selections in a piece of country like that? In a very large number of instances the making of roads is confined to land bought from the Crown, but there is no fixed rule. In most cases in the South nearly all the roads are to assist settlers who have taken up land from the Crown.

91. *By Mr. Adye Douglas.*—The Inspectors receive instructions from the Minister, do they not? Yes.

92. What are the instructions? To furnish a report and remarks on the applications made by the Road Trusts or by the people concerned.

93. Do the Inspectors report only upon the applications which have been received from the Road Trusts, or from the individuals requiring the road? They report on every application made, no matter in what way they are received, and during his visits of inspection through the districts he makes notes of road requirements.

94. Then the Inspector has a free hand in recommending the making of a roadway? Yes, most decidedly.

95. *By Mr. Gellibrand.*—He is not restricted in any way? No.

96. Great power then is placed in the hands of an Inspector? Yes.

97. *By Mr. Douglas.*—Was the Minister's attention drawn to the large amount put down for road-making in the Districts of Kingborough and Franklin? Yes, in every case. The roads that appear in the Schedule for Kingborough are just about one-half of the number that application was made for. I think the applications amounted to about £8000, and this amount has been reduced by the Inspector to what appears on the Schedule, and the same with regard to Franklin.

98. Is it the practice of the Department to expend Government money upon bye-roads? A bye-road is made, first, out of provision under the Waste Lands Act, and if the amount available is not sufficient, it has been the practice to apply to loans for assistance.

99. It has been the practice where the Government money has not been sufficient to make a bye-road to appropriate loans money to do the work? Yes.

100. *By Mr. Piesse.*—There appears to be a sum of £250 available under the Crown Lands Act for item 83, St. Patrick's River Road? Not to that settlement to which the road is to be made. There are two settlements in this district, and the £250 is available to one of these only.

101. *By Mr. Douglas.*—The Return that has been prepared by the Department shows simply the amount of money that has been voted for those roads? Yes, and amount expended from Loans Bill.

102. Then, it does not include any portion of the Waste Lands moneys that has been expended on these roads? No.

103. Have you any idea of the amount of Waste Lands funds expended on the roads? This information is now being obtained.

104. *By Mr. Douglas.*—Do these roads make any return to the Government by way of toll, &c.? No.

Mr. Douglas.—And the Return that has already been made showing expenditure on roads would be very useful in preparing the information in question.

Mr. Douglas.—What we want to get is a statement showing the population of each district, the amount of money expended, and the value of the rating.

Mr. Gellibrand.—This Return now before the Committee is a grand Return, and sets before us the whole position.

MR. BUTLER (recalled).

105. *By Mr. Douglas.*—Can Mr. Butler give me any information with regard to the road from Irish Town Road to Gardner's Bay Road, item No. 163? This road will be made with the intention of opening up the country between the places mentioned.

106. And when the land has been taken up will you use the Crown lands funds? Yes, for metalling the road. What is asked for will not complete the road, only clear it.

107. Should not the money from the Crown lands be first expended on the road? The land has not yet been taken up.

108. *By Mr. Gellibrand.*—Mr. Butler is satisfied that a good settlement will soon be opened up, and, I suppose, a good road can be obtained before a settlement is formed? Yes, we can get a good grade.

109. *By Mr. Piesse.*—To make a road in advance of settlement has often been recommended, and it is no doubt a good idea. I notice, Mr. Butler, that there are several small amounts down, namely, items 65, 167, 188, and 189, and several others. Will you tell me what can be done with these small amounts? A line of road will be cleared so that the settlers can get their produce out. The Crown Lands funds have been expended, but their selections are ahead of the macadamised road.

110. And will the people do anything themselves in the way of giving help? Not unless they are paid for it.

111. Do you do anything further on these roads? As more land is taken up we metal the road, but first of all open them to allow the people through.

112. Do the Road Trusts take any part in these cases? Not until the road is metalled.

113. What I want to get at is, whether the Government is doing this kind of work all over the Colony, or only with regard to the selections taken up from the Crown. I understand that there is a little settlement of about 7 or 8 people between Beltana and Risdon Road. I don't know how far they are off the main road? About half a mile.

114. But would you recommend that a road be made to them? No; it is private property.

115. The people, then, who go into private property do not get a road? No.

116. Do you make any distinction with regard to the making of roads to Crown lands? None whatever.

117. You frequently have to buy a line of road? Yes, when it goes through private property.

118. Do the Road Trusts take over these bye-roads? Yes, when they are finished.

119. What is the smallest number of settlers that you would recommend a road for? Five or six.

120. Not less? No.

121. If you find a group of five or six settlers without a road, would you recommend? Yes; if they actually wanted the road to get their produce to market.

MR. PACKER (continued).

122. These plans show only Public Works Expenditure, and not Crown Lands? Yes.

123. *By Mr. Douglas.*—Can you tell me, Mr. Packer, the balance of 61 Vict. that remains unexpended, and also the liabilities against same? I will furnish a Statement.

124. What about the item, metal, Queen's Domain, £1052 11s. 10d.?

Mr. Piesse.—The Committee, I think, are at one mind as to this matter.

Mr. Douglas.—It seems absurd that this amount should be charged to Loans Account, as work for the unemployed is a strict charge against revenue.

125. *By Mr. Piesse.*—The Minister recognises that one of his greatest difficulties is in providing work for the unemployed? Mr. Packer: Yes; that is correct. This class of work materially hampers the Minister, and I know that Mr. Pillinger strongly resents provision for this work being charged against the Public Works Department; but this class of labour is forced upon the Department by public clamour. With regard to the metal in the Queen's Domain I should like to state that it was broken as a relief work, and the men were paid at the rate of from 4s. to 4s. 6d. per day; the result was that the metal has cost about 4s. per yard, and the best price we can get for it is 2s. per yard. The Department has offered it for sale at 2s. a yard, but have sold very little. The market value of the metal is about £500. At present it is proposed to use it on the upper road on the Domain.

TUESDAY, OCTOBER 11, 1898.

MR. PACKER, *examined.*

126. *By Mr. Piesse.*—Can you give any information with regard to Item 251—Emergent Works. What is it proposed to charge against this vote? This vote has been placed upon the proposals for the purpose of meeting such emergent works as may arise during the year.

127. What class of works? All Public Works, no particular class.

128. In what manner will this be operated upon? At the discretion of the Minister, and as the exigencies demand.

129. *Re Item 250.* Will you explain to the Committee what it is proposed to do with this vote of £5000, Additions to and Extensions of Bridges and Jetties? This sum of £5000 is to be charged against Loans Account, and there is a further provision of £3500 to be charged against Revenue for repairs to bridges and jetties, making a total of £8500 in all. I produce, in accordance with the order of this Committee, a list showing the more urgent bridge works brought under notice by the Inspectors, both as to additions and extensions and repairs, making a total of £7800. I produce this list, but I cannot say definitely that the Minister intends carrying these works out as against these votes, but such works as are within the meaning of the vote for £5000 will be charged to that vote, and such items as come under repairs will be charged against the £3500 vote provided out of revenue.

130. Why is the item of £5000 called additions and extensions? Because, in many cases, new piers are required to bridges, and it is proposed to take the wooden ones out and put stone piers in their places. In other cases, owing to the length of the span of the bridges, iron girders will prove more suitable than wooden one for the heavy traffic. Then, again, with low-level bridges it might be thought desirable to raise them to generally improve the original structure. These works will be charged

against this vote. As to the extensions of jetties, it is intended to use a very small portion of the vote for this purpose, but when it is required it will be used for the purpose of extending jetties into deep water so that vessels of larger tonnage can berth.

131. It, however, appears that this vote is intended merely to renew works which have been constructed out of loans moneys? It is not intended to execute renewals which might be regarded in the light of repairs.

132. To put the question more directly—Is it proposed, under this vote, to erect new bridges on new sites? I am not able to say definitely, but, from the information before me, it is not so proposed.

By Mr. Gellibrand.—These bridges have been built out of Loans, and now require to be renewed under another heading.

133. *By Mr. Piesse.*—You don't bind yourself, then, to say that the items in the list are to be made a charge against the £5000? No.

134. Could not a schedule be made showing what is proposed to be done with the £5000? Yes, I have no doubt the Minister could prepare one.

135. You are now proposing to make these bridges more substantial? Yes.

136. Have any plans been devised to this end? Yes, in some cases.

137. *By Mr. Gellibrand.*—Then, Mr. Packer, we have it clearly from you that out of the vote of £5000 there are no items which are absolutely new bridges on new sites? Yes.

138. *By Mr. Piesse.*—Can you give us an example where it is proposed to expend this vote on a bridge which has not been constructed out of Loans moneys? Yes; £1300 required for the Perth Bridge, which was built many years ago by Imperial labour.

By Mr. Douglas.—Yes, this bridge was built by Imperial labour, but it is part of the main highway, and is not a fair charge against Loans.

139. *By Mr. Piesse.*—Is it proposed to do anything with regard to Leven Bridge? No.

140. Has this matter been brought under the notice of the Department? Yes, it has been brought under notice.

141. And what action has been taken? A sum of money was expended during the present year out of repairs to bridges for scraping the piles and otherwise repairing the bridge.

142. Is any further action proposed to be taken as against this vote? No, I don't think so.

143. Can you give any information with regard to Item 249, Fentonbury Water Supply? A number of residents in the Fentonbury District were very much inconvenienced by the scarcity of water last summer, and the State School supply entirely gave out. The Government were approached and asked to construct a channel so as to bring the water from the vicinity of Russell's Falls, which would insure a never-failing supply. It has been brought under notice that the children attending the school were obliged to carry water to school in bottles.

144. It has not been the practice to include waterworks of this kind in the Public Works Proposals, and there seems to be no reason why the general community should pay for the local wants of a country district. How many residents will benefit by this? About 15 or 20, and they have offered to guarantee payment of interest on outlay.

Mr. Gellibrand.—There is plenty of water in Myrtle Creek which should be sufficient.

WEDNESDAY, OCTOBER 12, 1898.

HON. A. T. PILLINGER, *Minister of Lands and Works, examined.*

145. *By Mr. Piesse.*—Your name is? Alfred T. Pillinger.

146. Throughout the Schedule I notice a large number of votes for Roads to Selections, and would like to know if the people who are to have the roads give any assistance towards construction? These are cases where the amount available under "The Crown Lands Act" has been expended without giving the settlers an outlet to the market or main road, and where the settlements seem to warrant the making of roads.

147. *By Mr. Gellibrand.*—What evidence have you that the settlements warrant the expenditure? The Inspectors; that is all we can go upon.

148. *By Mr. Piesse.*—What number of selections do you consider necessary before you give them a road? If there is only one selector he gets his share of the money authorised under "The Crown Lands Act" to the District in which he is in.

149. And when the money does not go far enough you propose votes? Yes, if the wants of the settlers necessitate it.

150. Are there any cases in which the people help themselves? Yes, in some cases they do the work at a cheap rate.

151. It seems from what the Chief Inspector told the Committee that it was doubtful whether you would recommend a vote in a private district? Many of the votes are for settlements that are not entitled to the money under "The Crown Lands Act." If there is a good tract of land some three or four miles from a main road, with a growing settlement, the Government would supply them with roads.

152. With regard to the "Conditional, or £ for £ Vote," I presume this may be expended in Road Districts where a 1s. rate is levied, and if this sum is not levied the landholders may make it up to 1s. and then be entitled to the £1 for £1 vote? Yes, the vote is not available in a district where a 1s. rate has not been levied.

153. Would it not be fair to ask for some such condition with regard to other roads, and get the people to contribute? I think it would be a very good policy, but at the same time if the progress of the Colony is to be dependant on the Road Trusts it would be a very poor look-out. All we look to a Road Trust for is the maintenance of the roads made by the Government. The Trusts only make roads to a very small extent.

154. *By Mr. Douglas.*—Have you in every case gone through the items in the Schedule? Yes, I have gone through all the items with the Inspectors.

155. We have only had the benefit of the Southern Inspector, who states that in the Franklin District the whole of the £3350, with the exception of three items, is for bye-roads? Yes, I am aware of that.

156. In Kingborough also a large majority of the roads are bye-roads? Yes, bye-roads are the most important; they help the settlers to settle on the land.

157. Are you aware that in the Kingborough and Franklin Districts many of the Road Trusts levy a rate less than 1s.? Yes, some of them do.

158. And are there not some districts who do not levy a rate at all? I do not think there are any now; there were one or two a short time ago.

159. And did they receive Government assistance in the same way as those who levied road rates? Yes.

160. In recommending these votes do you take into consideration the rating of the Trusts? No, but all the Road Trusts are required to keep the roads in order.

161. I find that in Kingborough the amount proposed to be paid to that district is £4250. What is the amount of road rates collected for the year 1898 in that district? About £750.

162. Now, in Franklin the amount to be provided is £3350. Can you tell me the amount of road rates collected in this District for last year? About £470.

163. And I suppose a similar amount would in all probability be collected last year? Yes.

164. A similar system of expenditure is, I suppose, going on in the other Road Districts? Yes. All the roads have been put down upon the recommendation of the Inspectors. The applications are put in their hands.

165. I presume that you have read the reports of the District Surveyors? I have read them all.

166. Taking them generally, do they not complain of the want of settlement? In some of the districts they do.

167. Have you any return showing the amount of Crown Lands money that has been returned to the several districts during the past five years? I think that I give such a return every year. As near as I can tell, it will be about ten or twelve thousand pounds a year.

168. I think your Inspector stated that in the neighbourhood of Tunnack private land had been cut up and sold? There may have been a little.

169. With reference to Item 121,—Road, Stonor to Tunnack and Rumney's Huts. The Inspector stated that this would serve the Woodsdale and other districts. How far is Woodsdale from Stonor Station? It is quite 17 miles, I should think.

170. Then, there is the Road Woodsdale to Eastern Marshes: is not the Eastern Marshes nearer Parattah than Stonor? It all depends. Eastern Marshes is a large tract of country.

171. How much has been spent on this road previously? £600.

172. What would be the number of settlers that would be accommodated by this particular road? Woodsdale is a large district, and I think that about 100 settlers would benefit.

173. Do they levy a road rate? Yes, 6d.

174. Would it not be advisable, with regard to the small votes of £50, for the settlers who would be served by the roads to contribute in some way or other to the Government contribution? These are very small items, and they do a great deal of service for the poor people.

175. *By Mr. Gellibrand.*—Do you acknowledge, Mr. Pillinger, that when a railway is within a short distance of a settlement, that you are justified in making roads to connect same? Yes, it does the railways and the settlements a great deal of good.

176. *By Mr. Douglas.*—There is Item 122—Road, Stonor to Rhyndaston. Rhyndaston and Stonor each have a railway station, and yet you expend money on a road between these two places? All the items have been recommended by the Inspectors. I asked the Sub-inspector who goes through the Oatlands district to send me in a report of what he thought necessary, and such report was forwarded to the Chief Inspector, who gave his recommendations.

177. I suppose you know the road very well? Yes; there are settlers along it, but I don't really think that the work is very urgent.

178. I suppose the plan adopted in the North with regard to votes for roads is similar to that in force in the South? Yes, just the same.

179. Do the Inspectors receive any special instructions from you, as to what they have to do? No. We send all applications to them some time before the Schedule is prepared, and ask them to send in a report.

180. Do Members of Parliament ever make application for roads? Yes, generally at the request of the residents. The recommendation of the Inspector is given on these applications, the same as in other cases.

181. There is an item down for road from Irish Town Road to Gardner's Bay Road. Is it the practice to make roads before selection? In some cases where there is good land.

By Mr. Gellibrand.—It does a great deal of good making roads through good land before selections are taken up.

182. *By Mr. Douglas.*—How is the money proposed to be expended in Wellington? The same as in other districts. A good number will be bye-roads, which are required more than the others. All these roads are through magnificent country.

183. Do you know the amount that has been expended in this district under "The Crown Lands Act"? No, but a large part of the sum expended goes to the Districts of Waratah and Wellington.

184. But there are not many selections in the Waratah District? Yes, there are. Take Stowport, for instance, and Burnie is in Waratah.

185. It appears to me that there is no principle laid down as to the expenditure of the money? The only principle is that we spend the money in the best way possible for the assistance of the settlers.

186. *By Mr. Gellibrand.*—One of your principles is to make roads to railways? Yes, we ought to make roads to help settlers to the railways.

187. *By Mr. Piesse.*—Can you give the Committee any information in regard to item 50—Additions to and Extensions of Bridges and Jetties, £5000? There are many bridges in this Colony that are of a temporary character, and it is proposed to turn such bridges into really substantial structures. It is not fair to charge such works against Revenue. Take, for instance, Hadsphen Bridge; this is what is called a “low-level” bridge, and it has been several times flooded, and the work of raising the abutments of this bridge should be charged against Loans.

188. You have on the Schedule nine Bridge items, which altogether amount only to somewhere about £2000, and then we come to the item before us, £5000, with no details at all? But the three bridges you refer to are only very small. The amount would not be expended in repairs, and I assure you that no work on the Loans Bill can be charged against Revenue properly.

189. *By Mr. Douglas.*—You don’t mean to put stone piers in the Hadsphen bridge? Stone piers are there already, and we intend raising same.

190. *By Mr. Piesse.*—There is item 249—Fentonbury Water Supply—Can you give any information on this? Interest was to have been granted on this amount, but it is such a small sum that I did not trouble to take a guarantee, but it is still open. I believe, however, there is some difficulty about riparian rights.

191. Have you any particulars of item 251—Emergent Works? No; it is impossible at present to state. For instance, a mine suddenly becomes of importance, and a road may have to be made to it.

192. *By Mr. Gellibrand.*—How did the Fentonbury Water Supply begin? The inhabitants first petitioned me, and then a deputation waited upon me.

193. *By Mr. Piesse.*—Do you intend to spend any portion of the £1000 in repairs? No.; it is only for new works.

194. Do you account for the expenditure? Yes; the expenditure on any emergent work is accounted for.

195. Do you make a statement of the works? We could make a statement if one was wanted.

196. What about item 247—Metal broken, Queen’s Domain? There is a new road being made in the Upper Domain, and the metal is proposed to be used on this road. The Auditor is pressing the Department very much, as it has been held in suspense so long. Perhaps you could alter it, and put down £500, what we propose to use in the Domain on Loans, and let the rest fall back on Revenue instead of striking it out altogether.

APPENDIX I.

RETURN OF PROPOSED EXPENDITURE ON PUBLIC
WORKS FOR 1899.

TO BE CHARGED TO REVENUE

Grants to Road Trusts and Town Boards.....	£7000
Grants to Main Roads	5000
Bridges and Jetties	3500
Public Buildings (repairs and alterations)	2000
	<hr/>
	£17,500
	<hr/>

TO BE CHARGED TO LOANS.

Roads, Bridges, Jetties, &c., as per Public Works Bill	£89,031 2 2
	<hr/>

APPENDIX II.

SUMMARY SHOWING APPROXIMATE AMOUNT IN PUBLIC WORKS BILL FOR EACH ELECTORAL DISTRICT, AND TOTAL PREVIOUS EXPENDITURE.

WELLINGTON.

Amount in Public Works Bill	£1550
Previous Expenditure—	
Roads.....	£99,682 10 11
Bridges	6591 8 5
Harbour Works	31,690 2 4
Tracks	2074 11 10
Buildings	4651 16 8
Railway Surveys	680 13 0
Total	£145,371 3 2

WARATAH.

Amount in Public Works Bill	£2450
Previous Expenditure—	
Roads.....	£61,052 14 2
Bridges	4606 2 10
Harbour Works	44,952 13 10
Tracks	24,452 14 8
Streets	2968 10 2
Buildings	9118 14 0
Miscellaneous	978 15 7
Railway Surveys	6420 5 6
Total	£154,550 10 9

LATROBE.

Amount in Public Works Bill	£600
Previous Expenditure—	
Roads.....	£37,312 18 4
Bridges	3424 7 9
Harbour Works	2502 18 0
Buildings	5627 14 0
*Railways	8857 0 0
Miscellaneous	1150 0 0
Total	£58,874 18 1

WEST DEVON.

Amount in Public Works Bill	£2650
Previous Expenditure—	
Roads.....	£121,609 9 9
Bridges	17,756 16 5
Harbour Works	17,080 18 11
Tracks	2618 1 0
Streets	500 0 0
Buildings	11,428 12 10
*Railways	116,285 8 1
Railway Surveys	8093 3 0
Miscellaneous	110 13 8
Total	£295,483 3 8

DEVONPORT.

Amount in Public Works Bill.....	£2100
Previous Expenditure—	
Roads.....	£66,907 14 4
Bridges	4851 6 7
Harbour Works.....	34,230 2 1
Tracks	879 12 8
Buildings	14,142 7 5
*Railways	108,286 15 2
Railway Surveys	2094 13 10
Miscellaneous	1825 0 2
Total	£233,217 12 3

DELORAINÉ.

Amount in Public Works Bill	£800
Previous Expenditure—	
Roads.....	£35,760 8 9
Bridges.....	7397 19 3
Tracks	1801 13 7
Buildings	5858 12 10
Railways	204,590 18 4
Railway Surveys	1706 19 10
Total	£257,116 12 7

WESTBURY.

Amount in Public Works Bill	£1000
Previous Expenditure—	
Roads	£25,300 5 11
Bridges	8744 6 4
Tracks	157 15 0
Buildings	7778 7 5
Railways	181,405 3 0
Total	£223,385 17 8

GEORGE TOWN.

Amount in Public Works Bill	£400
Previous Expenditure—	
Roads.....	£46,541 9 2
Bridges	1486 2 1
Harbour Works.....	2573 4 3
Tracks	329 5 1
Streets	3285 1 1
Buildings	10,277 14 10
Miscellaneous	1000 0 0
Railways	106,851 1 0
Total	£172,343 17 6

* Railway Expenditure shown in Districts of Latrobe, West Devon, and Devonport is for the one line of Railway which serves all three Districts.

SELBY.

Amount in Public Works Bill	£900
Previous Expenditure—	
Roads.....	£67,857 12 0
Bridges	1359 6 9
Harbour Works	440 15 0
Tracks	1944 1 4
Streets	300 0 0
Buildings	7025 10 0
Railways	224,598 5 11
Total	<u>£303,525 11 0</u>

EVANDALE.

Amount in Public Works Bill	£350
Previous Expenditure—	
Roads.....	£7479 16 4
Bridges	6959 5 10
Buildings	5331 17 10
Railways	334,667 9 11
Total	<u>£354,438 9 11</u>

RINGAROOMA.

Amount in Public Works Bill	£760
Previous Expenditure—	
Roads.....	£129,597 18 0
Bridges	10,308 10 10
Harbour Works.....	1594 19 2
Tracks	3515 13 8
Buildings	11,569 18 10
Railways	78,501 1 3
Railway Surveys	8264 19 0
Miscellaneous	35,504 0 11
Total	<u>£278,857 1 8</u>

FINGAL.

Amount in Public Works Bill	£900
Previous Expenditure—	
Roads.....	£65,256 15 10
Bridges	22,957 1 5
Harbour Works	1859 5 6
Tracks	6352 15 3
Buildings	11,660 6 1
Railways	173,056 10 1
Railway Surveys	217 0 3
Total	<u>£281,359 14 5</u>

GLAMORGAN.

Amount in Public Works Bill	£850
Previous Expenditure—	
Roads	£28,686 6 1
Bridges	13,742 0 10
Harbour Works	7046 10 1
Tracks	69 19 6
Buildings	2331 13 5
Total	<u>£51,876 9 11</u>

CAMPBELL TOWN.

Amount in Public Works Bill	£150
Previous Expenditure—	
Roads.....	£8166 5 1
Bridges	2990 16 8
Tracks	106 19 6
Buildings	6500 3 10
Miscellaneous	1500 0 0
Railways	353,335 9 7
Railway Surveys	147 3 7
Total	<u>£372,746 18 3</u>

OATLANDS.

Amount in Public Works Bill	£1250
Previous Expenditure—	
Roads.....	£16,628 10 3
Bridges	1892 11 7
Tracks	23 11 9
Buildings	7986 7 11
Railways	300,654 8 1
Railway Surveys	1056 11 9
Total	<u>£328,242 1 4</u>

RICHMOND.

Amount in Public Works Bill	£550
Previous Expenditure—	
Roads.....	£29,595 10 7
Bridges	4419 3 2
Tracks	102 8 0
Buildings	4136 1 8
Railways	363,734 11 6
Railway Surveys	501 7 4
Total	<u>£402,489 2 3</u>

BRIGHTON.

Amount in Public Works Bill	£600
Previous Expenditure—	
Roads.....	£9695 17 5
Bridges	29,322 15 11
Jetties	250 0 0
Tracks	13 17 0
Buildings.....	7048 15 0
Railways.....	284,262 5 4
Total	<u>£330,593 10 8</u>

CUMBERLAND.

Amount in Public Works Bill	£850
Previous Expenditure—	
Roads.....	£23,218 0 6
Bridges	13,879 3 5
Tracks	6677 2 7
Buildings	6313 16 6
Railways	7998 17 9
Total	<u>£58,087 0 9</u>

NEW NORFOLK.

Amount in Public Works Bill	£1250
Previous Expenditure—	
Roads.....	£30,348 16 0
Bridges	21,650 7 2
Jetties	332 13 0
Tracks	491 3 9
Streets	500 0 0
Buildings	51,349 0 7
Railways	188,964 13 3
Miscellaneous	2000 0 0
Total	<u>£295,636 13 9</u>

GLENORCHY.

Amount in Public Works Bill	£450
Previous Expenditure—	
Roads.....	£13,768 7 7
Bridges	270 10 6
Tracks	127 4 9
Streets	500 0 0
Buildings	8623 19 2
Railways	140,873 12 4
Miscellaneous	14,749 7 2
Total	<u>£178,913 1 6</u>

QUEENBOROUGH.

Amount in Public Works Bill	£200
Previous Expenditure—	
Roads.....	£33,542 5 9
Bridges	2996 16 8
Harbour Works	925 5 11
Streets	1500 0 0
Buildings	2074 17 1
Railway Surveys	2425 13 8
Miscellaneous	1570 7 8
Total.....	<u>£45,035 6 9</u>

KINGBOROUGH.

Amount in Public Works Bill	£4680
Previous Expenditure—	
Roads.....	£98,496 4 8
Bridges	4939 3 8
Harbour Works.....	9433 11 6
Tracks	2590 13 1
Buildings	10,825 18 6
Railway Surveys	2425 13 8
Total	<u>£128,711 5 1</u>

FRANKLIN.

Amount in Public Works Bill	£3350
Previous Expenditure—	
Roads.....	£63,561 13 7
Bridges	6861 18 5
Harbour Works	7563 11 4
Tracks	3360 4 10
Buildings	7706 13 7
Miscellaneous	320 0 0
Total	<u>£89,374 1 9</u>

SORELL.

Amount in Public Works Bill	£1250
Previous Expenditure—	
Roads.....	£63,394 3 1
Bridges	2802 17 4
Harbour Works	9268 15 4
Tracks	350 15 9
Buildings	6406 8 4
Miscellaneous	24,492 0 7
Railways	14,541 0 0
Total	<u>£121,256 0 5</u>

CRESSY.

Amount in Public Works Bill	£200
Previous Expenditure—	
Roads.....	£2390 6 5
Bridges	951 2 9
Buildings	2895 15 8
Railways	34,553 7 0
Railway Surveys	147 3 6
Total	<u>£40,937 15 4</u>

LONGFORD.

Amount in Public Works Bill	Nil.
Previous Expenditure—	
Roads.....	£3241 11 10
Bridges	9236 19 8
Buildings	5159 11 6
Railways	92,142 6 0
Railway Surveys	144 15 6
Total	<u>£109,925 4 6</u>

MONTAGU.

Amount in Public Works Bill	See Items 234, 261
Previous Expenditure—	
Roads	£50,139 0 10
Bridges	960 2 0
Harbour Works	5369 19 9
Tracks	71,067 3 8
Streets	4254 19 0
Buildings	20,153 15 2
Miscellaneous	7549 13 7
Railways	279,419 4 3
Railway Surveys	7997 14 10
Total	<u>£446,911 13 1</u>

HOBART.

Amount in Public Works Bill	£1452/11/10
Previous Expenditure—	
Bridges	£106 19 10
Harbour Works	20,000 0 0
Streets	47,650 0 0
Roads and Streets, Do-	
main	6525 10 4
Buildings	241,190 2 6
Miscellaneous	43,746 17 2
Total	<u>£359,219 9 10</u>

LAUNCESTON.

Amount in Public Works Bill	£3300
Previous Expenditure—	
Bridges	£21,385 2 8
Harbour Works	98,106 8 9
Streets	30,140 12 1
Buildings	145,850 6 6
Miscellaneous	13,124 17 3
Total	<u>£308,607 7 3</u>

SUMMARY.

	£	s.	d.
† Roads.....	1,239,232	13	2
Bridges	234,851	6	9
Harbour Works and Jetties.....	301,898	17	4
Tracks	122,430	5	8
Streets	98,124	12	8
Buildings	641,024	19	8
Railways	3,597,579	7	10
Railway Surveys.....	42,323	18	3
Miscellaneous	149,621	13	9
TOTAL	<u>£6,427,087</u>	<u>15</u>	<u>1</u>

† Money expended out of Crown Land Sales for Roads is not included in this Return.

APPENDIX III.

STATEMENT OF ROAD RATES LEVIED BY ALL ROAD TRUSTS AND TOWN BOARDS FOR THE YEARS 1895, 1896, AND 1897.

DISTRICT.	1895.	1896.	1897.	Amount demanded for 1897.	Amount collected for 1897.	Amount which could be demanded if a uniform Rate of 1s. is levied in all Districts.
	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.
Augusta	1 0	1 0	1 0	46 18 0	42 7 0	46 18 0
Austin's Ferry	0 3	0 6	0 6	35 2 6	34 13 6	70 5 0
Beulah	1 0	1 0	1 0	69 15 0	61 19 0	69 15 0
Breadalbane	0 6	0 9	0 9	240 6 6	239 17 9	320 8 8
Bream Creek .....	...	0 6	...	...	64 7 9	...
Bridgewater, North ...	1 0	1 0	1 0	70 0 0	88 1 6	70 0 0
Bridgewater, South ...	...	0 6	0 6	17 6 0	17 1 0	34 12 0
Broad Marsh.....	...	0 6	0 6	112 8 0	114 14 0	224 16 0
Bothwell	0 3	0 4	0 4	272 11 0	256 11 10	817 13 0
Boobyalla	1 0	1 0	1 0	144 2 6	112 17 7	144 2 6
Cambridge	0 6	0 6	0 6	86 17 0	103 15 0	173 14 0
Carrick	0 6	0 9	0 9	162 7 6	161 14 0	216 10 0
Cam.....	1 0	1 0	1 0	81 17 0	79 8 0	81 17 0
Chudleigh	0 6	0 9	0 9	237 14 3	224 8 0	316 19 0
Clarence	0 6	0 6	0 9	124 18 3	64 16 9	166 11 0
Deloraine	0 6	0 9	0 6	407 18 0	413 6 0	815 16 0
Don	1 0	1 0	1 0	213 8 6	212 5 0	213 8 6
Dorset	0 6	0 6	0 6	102 9 3	97 0 9	204 18 6
Esperance	1 0	1 0	1 0	52 14 6	98 12 6	52 14 6
Emu Bay	1 0	1 0	1 0	491 19 0	488 15 0	491 19 0
East Mersey	1 0	1 0	1 0	192 6 6	134 1 6	192 6 6
Evandale	0 6	0 6	0 6	515 3 6	495 5 6	1030 7 0
Exton	0 6	0 6	0 6	188 9 6	205 7 6	376 19 0
Fingal.....	...	0 6	0 7	273 2 4	269 17 0	468 2 10
Forth	1 0	1 0	1 0	612 1 6	610 15 2	612 1 6
Frankford	1 0	1 0	1 0	71 16 0	68 2 0	71 16 0
Green Ponds .....	...	...	0 3	134 10 6	133 15 9	538 2 0
Glamorgan	0 4	0 4	0 4	115 13 2	137 17 8	346 19 6
Glenfern .....	...	1 0	1 0	65 9 0	58 19 0	65 9 0
George Town	1 0	1 0	1 0	258 9 6	209 13 6	258 9 6
Gordon	1 0	1 0	1 0	95 17 6	92 13 6	95 17 6
Gould's Country	0 6	0 6	1 0	167 8 3	111 9 3	167 8 3
Great Lake	0 4	...	0 6	210 8 10	104 7 6	420 17 8
Hamilton	0 4	0 4	0 4	287 18 4	295 19 8	863 15 0
Harford and Templeton	1 0	1 0	1 0	325 16 0	318 10 0	325 16 0
Horton	1 0	1 0	1 0	476 14 0	454 10 0	476 14 0
Huon (Franklin)	0 6	0 6	0 6	103 0 6	117 6 6	206 1 0
Jerusalem	0 6	0 6	0 6	83 17 0	70 5 3	167 14 0
Kingston (now Margate)	1 0	1 0	1 0	219 13 0	196 6 0	219 13 0
Kentish Plains	1 0	1 0	1 0	245 15 0	236 16 0	245 15 0
Latrobe	1 0	1 0	1 0	320 11 0	309 4 0	320 11 0
Lake River.....	...	0 3	...	...	...	...
Leslie	1 0	1 0	1 0	121 0 0	114 11 0	121 0 0
Leven	1 0	1 0	1 0	292 14 0	282 1 0	292 14 0
Lisle .....	...	1 0	1 0	37 19 0	32 10 6	37 19 0
Liverpool.....	1 0	1 0	1 0	111 19 0	109 10 6	111 19 0
Longley.....	...	1 0	1 0	31 17 0	31 17 0	31 17 0
Longford	0 5	0 6	0 6	766 4 6	745 12 3	1532 9 0
Lower Derwent	0 6	0 6	0 6	138 19 3	138 7 9	277 18 6
Lower Sorell	0 6	0 3	0 6	71 2 0	57 17 9	142 4 0
Midhurst	0 6	0 6	0 6	237 10 0	223 8 0	475 0 0
Montagu.....	...	...	1 0	296 10 9	124 0 7	296 10 9
New Norfolk.....	0 10	0 8	0 8	212 16 0	210 4 8	319 4 0
North Bruni.....	0 6	0 6	0 6	18 8 6	17 13 0	36 17 0
North Esk.....	1 0	1 0	1 0	149 5 6	188 15 6	149 5 6
North Macquarie River	0 4	0 4	0 4	402 4 11	441 19 1	1206 14 9
Oatlands	0 3	0 6	0 6	291 2 6	256 7 4	582 5 0
Old Beach	0 6	0 6	0 9	134 11 9	132 5 3	179 9 0
Patersonia.....	0 6	0 9	0 9	112 2 9	103 14 9	149 10 4
Perth.....	0 5	0 5	0 5	134 12 6	132 11 3	323 2 0
Port Cygnet.....	1 0	1 0	1 0	165 7 0	164 2 2	165 7 0
Portland	0 6	0 6	0 6	70 10 2	63 12 0	141 0 4
Queenborough .....	...	0 6	0 6	87 6 0	85 17 4	174 12 0
Railton	1 0	1 0	1 0	145 18 0	143 14 0	145 18 0

DISTRICT.	1895.	1896.	1897.	Amount demanded for 1897.	Amount collected for 1897.	Amount which could be demanded if a uniform Rate of 1s. is levied in all Districts.
	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.
Richmond	0 6	0 6	0 6	212 16 3	200 7 3	425 12 6
Ridgeway	1 0	1 0	1 0	32 14 0	30 10 6	32 14 0
Ringarooma	0 9	0 9	0 9	171 14 8	167 17 4	228 19 6
Saltwood	0 6	0 6	0 6	74 3 9	59 14 6	148 7 6
Scottsdale	1 0	1 0	1 0	227 18 6	193 1 9	227 18 6
South Arm	0 6	0 6	0 6	16 6 0	14 9 6	32 12 0
South Bruni	1 0	1 0	1 0	18 18 0	18 2 0	18 18 0
South Glenorchy .....	...	0 9	...	...	...	...
Spring Bay .....	...	...	0 6	163 5 10	43 2 3	326 11 8
Surges Bay	1 0	1 0	1 0	30 6 0	30 2 0	30 6 0
South Macquarie River .....	...	0 3	0 3	142 7 1	142 0 2	569 8 4
Sorell Creek	1 0	1 0	1 0	86 17 0	85 14 0	86 17 0
St. Leonards	1 0	1 0	1 0	148 6 6	160 12 6	148 6 6
St. Mary's	0 6	0 6	0 6	200 18 3	241 13 3	401 16 6
St. Paul's	0 4	0 4	0 3	70 18 3	70 13 9	283 13 0
Table Cape	1 0	1 0	1 0	404 4 0	396 4 0	404 4 0
Tankerville	1 0	1 0	1 0	128 7 0	128 5 0	128 7 0
Tarleton	1 0	1 0	1 0	228 16 0	224 11 0	228 16 0
Tasman's Peninsula	0 6	...	...	...	48 7 6	...
Tea Tree	0 6	0 6	0 6	44 0 6	42 5 0	88 1 0
Tunnack	0 6	0 6	0 6	273 10 9	247 14 3	557 1 6
Tunbridge	0 4½	0 6	0 6	206 19 0	191 17 0	413 18 0
Turner's Marsh	0 6	1 0	1 0	85 11 0	87 3 6	85 11 0
Upper Derwent	0 6	0 6	0 6	136 5 0	134 12 6	272 10 0
Upper Huon	1 0	1 0	1 0	65 11 0	65 5 0	65 11 0
Upper Sorell	0 4	0 6	0 4	116 4 0	85 18 6	348 12 0
Victoria	0 6	0 6	0 6	75 6 6	74 1 9	150 13 0
Wellesley	1 0	1 0	1 0	178 12 0	176 1 0	178 12 0
Westbury	0 6	0 8	0 8	634 8 0	613 13 5	951 12 0
West Tamar	1 0	1 0	1 0	553 14 7	522 14 9	553 14 7
Westwood	0 4	0 6	0 6	120 17 6	117 7 6	241 15 0
Woodstock	0 6	0 6	0 6	12 12 9	11 14 3	25 5 6
Waratah	1 0	1 0	1 0	268 4 6	254 12 0	268 4 6
Welsh	1 0	1 0	1 0	41 18 6	39 8 0	41 18 6

TOWN BOARDS.

Bellerive	1 0	1 0	0 9	201 13 10	193 0 4	268 18 6
Beltana	0 6	1 0	1 0	76 13 6	74 19 1	76 13 6
Carnarvon .....	...	1 0	1 0	16 10 0	14 17 0	16 10 0
Devonport	1 0	1 0	1 0	505 7 5	513 2 4	505 7 5
Glebe Town	1 0	1 0	1 0	157 11 9	152 15 2	157 11 9
Invermay .....	...	0 9	0 6	156 9 0	181 18 0	312 18 0
Mount Stuart	1 0	1 0	1 0	148 5 9	146 19 6	148 5 9
New Town	1 0	0 10	0 10	584 10 5	577 11 9	701 8 6
Queenborough	0 11	0 11	0 11	466 7 1	466 19 7	508 15 0
Queenstown .....	...	...	1 0	256 10 6	188 16 0	256 10 6
Scottsdale	1 0	1 0	1 0	97 15 6	87 19 9	97 15 6
Sheffield	1 0	1 0	1 0	67 8 0	66 14 0	67 8 0
Strahan	1 0	1 0	1 0	182 18 0	175 8 7	182 18 0
Trevallyn	0 9	0 9	0 9	108 17 6	101 19 11	145 3 4
Ulverstone	1 0	1 0	1 0	265 1 2	257 9 2	265 1 2
Zeehan .....	...	1 0	1 0	365 9 6	270 5 3	365 9 6

APPENDIX IV.

SCHEDULE TO BILL, WITH SUMMARISED INFORMATION FROM PRECEDING RETURNS.

NOTE.—In connection with the classification on list herewith of roads under the several headings—Main, Cross, and Bye—it is pointed out that the Roads Act definition of a “Bye Road” is a road to a landholder’s selection, and very many, in fact the majority, of the roads marked “Bye” on the list herewith are so marked, not because they actually coincide with the definition in the Act, but because they are neither “Cross Roads” nor “Main Roads.” Thus the roads, from one railway station to another, from a township to a railway station, from a township to a large group of selections, and therefore the general traffic road of the district, or any roads constructed under “The Branch Roads Act,” (if not a “Cross Road,”) would in the attached Return be shown as “Bye Roads,” although they are quite apart from the definition of “Bye Roads” in accordance with the Act. Strictly, under this definition many of the above roads would be excluded.

10th October, 1898. H. E. PACKER, Secretary for Public Works.

		Road Trust District.	Road Rate, 1898.	Total Amount raised by Road Rate.	Main, Cross, or Bye-Roads.	Amount previously voted.	Construction or Repairs.	Special reasons in support of work.
ROADS.								
Wellington—		£	s. d.	£ s. d.		£ s. d.		
1	Green Point Settlement (to Montagu)	100	1 0	454 10 0	Cross	100 0 0		
2	Stanley to Montagu	200	...	...	Main	28,934 0 5		
3	Smithton to Irish Town	150	...	...	Cross	5082 19 3		
4	Smithton to Scottstown	100	...	...	"	1178 0 4		
5	South Road, Circular Head, extension towards Murphy's	200	...	...	"	5527 1 1		
6	Backline Road, Circular Head	150	...	...	Bye	21,618 5 6		
7	Backline Road, East	100	...	...	"	650 0 0		
8	Murray's Road from Main Road	150	...	...	"	287 15 10		
9	Road, Brickmakers' Bay	50	...	...	"	399 12 0		
10	Main Road to Walker's	50	...	...	"	500 0 0		
11	Wynyard to Wilkinson's Plains	100	1 0	396 4 0	"	5668 0 7		
12	Cam Road, West	100	1 0	79 8 0	"	1963 0 6		
13	Cam and Seabrook Road towards Duniam's	100	...	...	"	
		1550						
Waratah—								
14	Moreville Road	100	1 0	488 15 0	Bye	4197 13 2		
15	Branch Road from Moreville Road through Byrne's to selections	100	...	...	"	1109 19 1		
16	"Three Mile-line" Road, Burnie	100	...	...	"	
17	Burnie to Waratah (New Country Road)	350	...	...	Cross	8556 17 9		
18	Heazlewood to Corinna	1000	1 0	254 12 0	"	24,278 11 8		
19	Road, Corinna to Waratah	500	...	...	"	
20	Stowport Road	100	See above	...	Bye	4377 1 8		
21	Stowport Road East to Chasm Creek to Blythe Bridge	100	...	...	"	1642 8 6		
22	Pine Road branch to Blythe	100	1 0	282 1 0	"	6205 15 8		
		2450						
Latrobe—								
23	Valleyfield Road, Sassafras (additional)	100	1 0	134 1 6	Cross	2499 19 11		
24	Road from Latrobe to East Devonport along Eastern Bank of River Mersey (conditional upon Latrobe Road Trust contributing £250) ..	500	1 0	309 4 0	"	...		
			1 0	318 10 0	...	...
		600						

Given in separate particulars.

ROADS—continued.		Road Trust District.	Road Rate, 1898.	Total Amount raised by Road Rate.	Main, Cross, or Bye-Roads.	Amount previously voted.	Construction or Repairs.	Special reasons in support of work.
			s. d.	£ s. d.		£ s. d.		
West Devon—								
25 Blyth Road.....	250	Penguin	1 0	282 1 0	Bye	2842 4 10		
26 Nine Mile Road	250	"	...	...	"	1878 1 8		
27 New Sulphur Creek Road to West Pine Road.....	100	"	...	...	Cross	1059 6 3		
28 Pine Road from Riana southward.....	150	"	...	...	Bye	10,108 13 9		
29 Pine Road branch West at Riana boundary	100	"	...	...	"	450 0 0		
30 M'Hugh's Roads (2).....	100	"	...	...	"	1009 16 0		
31 South Road, Leven, including extension to Dial Range	250	"	...	...	Cross	2150 2 8		
32 Branch to Allison's <i>via</i> Aldersea's	100	Leven	1 0	610 15 2	Bye	1563 18 11		
33 Gunn's Plains Road, River Route	200	"	...	...	"	3357 13 10		
34 West Castra, South of Barren Hill	200	"	...	...	"	7976 18 11		
35 Revell's Creek to Manning's Jetty	50	"	...	...	"	455 3 11		
36 Road from West Castra south of Barren Hill to selections of Chisholm, Wing, and others	50	"	...	...	"	...
37 Clarke's Plains Road	50	"	...	...	"	399 17 11		
38 Road, Castra to selections of Bingham and others	50	"	...	...	"	100 0 0		
39 Road to Baxter's and others	50	"	...	...	"	100 0 0		
40 Kindred Road extension to Castra	100	"	...	...	"	8083 3 9		
41 Forth to Wilmot.....	300	"	...	...	Cross	7706 17 3		
42 Wilmot to Belmont, conditional on Shepherd & Murphy Co. giving £100	200	"	...	...	Bye	20,267 10 2		
43 Main Road through Ulverstone	100	"	...	...	Main			
	2650						Construction.	Given in separate particulars.
Devonport—								
44 Tarleton to Melrose Creek.....	100	Tarleton	1 0	224 11 0	Bye	3620 6 0		
45 Melrose Creek Road to Moon's and others	100	"	...	...	"	627 12 11		
46 Barrington Road at Medcraft's Hill to Melrose Creek	100	"	...	...	"	812 17 6		
47 From Nook and Barrington Road along Kent's Track southwards	100	"	...	...	"	200 0 0		
48 Road <i>via</i> Poulten's, from Main Road, Barrington.....	100	Kentish Plains	1 0	236 16 0	"	100 0 0		
49 Sheffield to Nook	50	"	...	...	Cross	6369 9 7		
50 Sheffield to Nook <i>via</i> High-street	100	"	...	...	"	300 0 0		
51 Shorey's Lane to back Settlements.....	100	"	...	...	Bye	694 9 4		
52 Promised Land Road to A. Pease's and others.....	100	"	...	...	"	200 0 0		
53 Promised Land Road to Jackson, Harnett's, &c.....	100	"	...	...	"	606 0 6		
54 Promised Land Road to G. Day's.....	100	"	...	...	"	100 0 0		
55 Promised Land to Staverton (South).....	150	"	...	...	"	6490 10 7		
56 Sheffield to Mount Claud <i>via</i> Spring-street.....	100	"	...	...	"	2550 0 0		
57 Sheffield to Paradise.....	100	"	...	...	"	3541 11 2		
58 Road from Watch-house Creek, at Sheffield, to selections of Turnbull and others.....	100	—	...	...	"	...
59 Kent's Track, from Sheffield Road to Stoodley School	100	Railton	1 0	143 14 0	"	...		
60 Beulah Road, Deviation through Austin's (conditional on land being given free by settlers).....	200	Beulah	1 0	61 19 0	"	2049 5 5		
61 Sherwood to Railton	100	Railton	See above	...	Cross	2539 4 1		
62 Railton to Dulverton	100	"	...	...	Bye	601 7 3		

63 Road from Kimberley to Railton <i>via</i> Merseylea Railway Station	100	"	...	...	"	500 0 0
	2100					
Deloraine—						
64 Kimberley to Blackamoor.....	100	Midhurst	0 6	223 8 0	Bye	999 15 8
65 Dunorlan to Whitefoord Hills.....	100	"	...	...	"	500 0 0
66 Road from Jacky's Marsh to Warner's Creek.....	100	Deloraine	0 6	413 6 0	"	...
67 Road to selections of Orchard, Cox, and others.....	100	Midhurst	See above	...	"	...
68 Road to Burnie's selections, Jackey's Creek.....	150	Deloraine	"	...	"	1100 17 9
69 Road Circular Ponds to Mersey Bridge.....	150	Chudleigh	0 9	224 8 0	"	...
70 Road White Rock Bridge to Whitefoord Hills Railway Station.....	100	Midhurst	See above	...	"	2233 11 3
	800					
Westbury--						
71 From Frankford Road to Towers' and others.....	50	Frankford	1 0	68 2 0	Bye	940 15 2
72 Frankford to Beaconsfield (Holwell).....	100	"	...	...	Cross	2446 11 0
73 Frankford to Forrester's Hill <i>via</i> Gowan's	50	West Tamar	1 0	522 14 9	Bye	846 18 3
	200					
George Town—						
74 Launceston to Beaconsfield (Rosevears).....	150	West Tamar	...	...	Main	9330 3 6
75 Launceston to Beaconsfield—Sidmouth Road to Patmore's cottage	250	"	...	...	"	...
	400					
Selby—						
76 Cormiston to Eccleston.....	100	West Tamar	...	...	Bye	900 0 0
77 Underwood to Karoola	100	Turner's Marsh	1 0	87 3 6	"	942 15 2
78 Karoola to Alford.....	50	"	...	...	"	4220 19 3
79 Doak's Road east.....	50	Tankerville	1 0	128 5 0	"	2059 10 0
80 Lebrina Station through Baker's	50	"	...	...	"	291 12 8
81 Road, Lebrina to Lower Piper	50	"	...	...	"	10,673 2 0
82 Lilydale to Lisle <i>via</i> Urch's ..	50	"	...	...	"	486 5 10
83 St. Patrick's River Road	100	Patersonia	0 9	103 14 9	"	1594 2 4
84 Golconda to Kelly's	100	Lisle	1 0	32 10 6	"	197 11 8
85 Lisle Township to Lisle Station	100	"	...	...	"	518 16 4
See No. 97—Road south of Wyena Siding	100	Tankerville	1 0	128 5 0	"	...
	850					
Evandale—						
86 Steppes Road, North Esk	50	Evandale	0 6	495 5 6	Bye	300 0 0
87 Sawpit Hills to White Hills Road	150	North Esk	1 0	188 15 6	"	342 5 8
88 New Road from Bryan's Lane to Clarendon Railway Siding, (con- ditional upon Evandale Road Trust contributing like amount)	150	Evandale	See above	...	"	...
	350					

Construction.

Given in separate particulars.

ROADS—continued.		Road Trust District.	Road Rate, 1898.	Total Amount raised by Road Rate.	Main, Cross, or Bye-Roads.	Amount previously voted.	Construction or Repairs.	Special reasons in support of work.
			s. d.	£ s. d.		£ s. d.		
Ringarooma—								
89	Scottsdale to Murphy's and others	50	1 0	193 1 9	Bye	894 6 6		
90	Shanty's Road to Smith, Ritchie, and others	60	...	...	"	...
91	Branhholm to Warrentinna	100	0 9	167 17 4	Cross	100 0 0		
92	Ringarooma to New River Settlement	50	...	...	Bye	337 6 6		
93	Ringarooma to Wilson, Webb, and others	50	...	...	"	50 0 0		
94	Ringarooma to Mathinna	200	...	...	Cross	3298 9 8		
95	Lyndhurst to Counsel, Brand, and others	50	See above	...	Bye	471 9 3		
96	New Road through Bald's and Bonner's, Jetsonville	100	...	...	"	200 0 0		
97	Road south of Wyena Siding (Selby Electorate)	[100]	1 0	128 5 0	"	...		
98	Road, Minstone Road East to Heazlewood's and others	100	See above	...	"	...		
		760						
Fingal—								
99	Fingal to Mathinna	100	0 7	269 17 0	Cross	5283 7 8		
100	Mathinna Road to Selections of Clayton and others	100	...	...	Bye	...		
101	Mathinna to Selections and Mines, Ringarooma Track	100	...	...	"	5805 3 9		
102	Picanini Point Road to Thompson's Marshes	50	...	...	"	661 1 0		
103	Road from St. Mary's to St. Patrick's Head leading to Four-mile Creek	100	0 6	241 13 0	"	618 4 1		
104	Road, St. Mary's to Selections of Maney, Mitchell, and others	50	...	...	"	150 0 0		
105	Road to Morey's, Newman's, and Neale's	50	...	...	"	...
106	Road between St. Mary's and State School, Parish of Grey	100	...	...	"	4051 18 11		
107	Road, St. Mary's, Picanini Point, branch to King, Wagner, Cuning- ham, and others	50	...	...	"	460 9 8		
108	Road, St. Mary's to Dublin Town	100	...	...	"	2234 4 5		
109	Road to Lehner's and other selections	50	...	...	"	460 9 8		
110	Road from Golden Spur Mine to connect with Dunn-street	50	See above	...	"	...		
		900						
Glamorgan—								
111	Road, Swansea to Seymour	200	0 4	137 17 8	Cross	4194 9 8		
112	Road, Bicheno to Robertson's, Madsen's, and Marshall's	100	...	...	Bye	...		
113	Road, Little Swanport to Shipping-place	100	...	...	Cross	...		
114	Road, Sandspit River to Bream Creek	50	0 6	43 2 3	"	78 15 1		
115	Road, Woodsdale to Runnymede	200	See above	...	"	1213 16 5		
		650						
Campbell Town—								
116	Campbell Town to Swansea	150	0 4	441 19 1	Cross	6434 7 7		
Oatlands—								
117	Road, Oatlands to Interlaken	200	0 6	256 7 4	Cross	1299 19 10		
118	Road, Tunnack to selections White Kangaroo River	100	0 6	247 14 3	Bye	300 0 0		

Given in separate particulars.

Construction.

119 Road, Cross Road (Kelly's).....	50	"	...	...	Cross	100 0 0
120 Road, Jericho to Lower Marshes	50	Oatlands	See above	...	"	...
121 Road, Stonor to Tunnack and Rumney's Hut.....	500	Tunnack	See above	...	"	3645 8 3
122 Road, Stonor to Rhyndaston	200	"	...	...	"	300 0 0
123 Road, Woodsdale to Eastern Marshes	100	"	...	...	"	600 0 0
124 Road, Jerusalem to Tunnack	50	"	...	...	"	1392 10 0
	1250					
Richmond—						
125 Road, Spring Hill Bottom Road	150	Jerusalem	0 6	70 5 3	Bye	1386 0 8
126 Road, Jerusalem to Rhyndaston	100	"	...	...	Cross	398 2 11
127 Road, White Kangaroo Rivulet Road	150	Richmond	0 6	200 7 3	Bye	1678 12 5
128 Road, Coal Mine Reserve Road, Colebrook	50	Jerusalem	See above	...	"	...
129 Road, Beltana to Risdon Road	100	Beltana	1 0	74 19 1	Cross	630 0 0
	550					
Brighton—						
130 Road, Richmond to Brighton <i>via</i> Back Tea Tree.....	200	Old Beach	0 9	132 5 3	Cross	100 0 0
131 Hunting Ground Road (Jones's to Hart's)	100	Green Ponds	0 3	133 15 9	"	1100 0 0
132 Road, Upper Broadmarsh to Bluff.....	100	Broadmarsh	0 6	114 14 0	"	400 0 0
133 Road, Wing's Lane, Bagdad	100	Green Ponds	0 3	133 15 9	Bye	150 0 0
134 Road from Dysart to Selections of Hellessey and others	100	"	...	...	"	200 0 0
	600					
Cumberland—						
135 Road, Bothwell to Great Lake (Deviation at Baker's Tier)	200	Bothwell	0 4	256 11 10	Cross	378 19 4
136 Road, Ouse to Derwent Bridge	250	Hamilton	0 4	295 19 8	"	10,300 0 0
137 Road, Dry Poles Road to selections of Ransley and others.....	50	Upper Derwent	0 6	134 12 6	Bye	389 14 6
138 Jones' River to selections of Donaghy and Irvine	50	"	...	...	"	100 0 0
139 Road, Interlaken to Great Lake	200	Great Lake	0 6	104 7 6	Cross	699 12 4
140 Road, Pelham to selections of Darkin Hanlon	100	Hamilton	0 4	295 19 8	Bye	100 0 0
	850					
New Norfolk—						
141 Road, Mounteney's Lane to Bed Chambers and Crown Lands	150	Lower Derwent	0 6	138 7 9	Cross	699 19 11
142 Road, Back River to Black Hills, including Bridges	200	"	...	...	Bye	1398 16 9
143 Road, Booth's Road to selections of M'Gurk and others	100	Upper Derwent	0 6	134 12 6	"	692 5 2
144 Road, Uxbridge to selections of Fenton's and others	50	"	...	...	"	244 11 10
145 Road, Tyenna Road	300	"	...	...	Cross	2419 9 8
146 Road leading to Mt. Lloyd (Den Hill)	50	Glen Fern	1 0	58 19 0	Bye	450 0 0
147 Lachlan to North Swamp Gum Hill, leading to Geard's, Oakley's, and others	100	New Norfolk	0 8	210 4 8	"	...
148 Lachlan to Swamp Gum Hill (South) to Heaney's, Gaul's, and others	100	"	...	...	"	692 6 0
149 Molesworth, leading to Bolton's and Brittain's, Mt. Faulkner.....	100	"	...	...	"	300 0 0
150 Road, Collins' Cap to selections and Crown Lands.....	100	"	...	...	Bye	895 5 10
	1250					

Construction.

Given in separate particulars.

ROADS—continued.		Road Trust District.	Road Rate, 1898.	Total Amount raised by Road Rate.	Main, Cross, or Bye-Roads.	Amount previously voted.	Construction or Repairs.	Special reasons in support of work.
			s. d.	£ s. d.		£ s. d.		
Glenorchy—								
151 Road, Bismarck to Collins' Cap	100	Sorell Creek	1 0	85 14 0	Cross	4152 16 10		
152 Road, Molesworth to Glen Lusk	100	"	...	...	"	636 7 5		
153 Road from Main Road through Derwent Park (excess)	50	South Glenorchy	...	...	"	2118 16 5		
154 Road through Cooper's to Selections on Tiers	200	Sorell Creek	See above	...	"	...		
	450							
Queenborough—								
155 Proctor's Road	200	Queenborough	0 6	85 17 4	Cross	1738 6 4		
Kingborough—								
156 Melville's Road	100	Margate	1 0	196 6 0	Bye	643 18 4		
157 Road, Great Oyster Cove to Port Cygnet	200	Margate and Welsh	1 0	39 8 0	Main	7503 11 4		
158 Road, Little Oyster Cove to Crown Lands	100	Margate	See above	...	Bye	800 0 0		
159 Road, Peppermint Bay to Gordon	200	Gordon	1 0	92 13 6	Cross	6756 18 2		
160 Road, through Lucas's to selections and Crown Lands, Birch's Bay ...	100	"	...	...	Bye	...		
161 Road, Gordon to Garden Island Creek	100	"	...	...	Cross	418 4 8		
162 Road, Gardner's Bay Bridge to Gardner's Bay Jetty	100	Welsh	See above	...	"	1251 19 5		
163 Road, Irish Town Road to Gardner's Bay Road, (Smith's to Lord's)	250	"	...	...	"	...
164 Road, Toby's Hill to Selections of M'Namara, Garth, and others ...	150	Port Cygnet	1 0	164 2 2	Bye	...		
165 Road, Guy's Road to Renahan's and Selections	50	"	...	...	"	...
166 Road, Agnes Rivulet, Road to Cradoc <i>via</i> Bell's and Harrison's	150	"	...	...	Cross	2125 3 5		
167 Road, Balfé's Hill to Selections of Moore, Garth, and others	50	"	...	...	Bye	50 0 0		
168 Road, Rourke's Road to Harrison's	100	Woodstock	0 6	11 14 3	Cross	500 0 0		
169 Road, Woodstock to Sandfly	200	"	...	...	"	1274 8 7		
170 Road, Peachey's Bay to Wattle Grove (lower end)	100	Port Cygnet	See above	...	"	200 0 0		
171 Road, Lymington to Peachey's Bay	100	"	...	...	"	997 0 6		
172 Road, Huon River <i>via</i> Brereton's and Golden Valley	150	"	...	...	"	447 7 11		
173 Road, Branch Road off Huon Road	100	Longley	1 0	31 17 0	Bye	100 0 0		
174 Road, Allen's Rivulet Road to Roberts'	100	"	...	...	"	750 0 0		
175 Road, Branch off Allen's Rivulet Road to Fogarty's and Williams' ...	100	"	...	...	"	...
176 Road, Allen's Rivulet, South	150	"	...	...	Cross	350 0 0		
177 Road, Hall's Track to Sandfly	100	"	...	...	"	541 13 11		
178 Road, Oates' sawmill to Selections (extension)	100	Victoria	0 6	74 1 9	Bye	1718 18 7		
179 Road, Huon Road Extension towards Hermitage and Crown Lands ...	250	"	...	...	"	3300 0 0		
180 Road, Throckmorton Road	100	"	...	...	"	...
181 Road, South Baker's Creek (extension)	200	"	...	...	"	1181 15 4		
182 Road, Crabstick Road	150	Victoria	0 6	74 1 9	Bye	1151 5 11		
183 Road, North Huon Road to Selections of Reynolds	100	"	...	...	"	...
184 Road, Judd's Creek Road Extension	100	"	...	...	"	193 19 3		
185 Road, Denne's Point to Trumpeter Bay	150	North Bruni	0 6	17 3 0	Cross	662 5 7		
186 Road, Mills' Reef Jetty to Adventure Bay	150	South Bruni	1 0	18 2 0	"	1052 4 11		
187 Road, Daniel's Bay to Selections of Ladelie and others	100	"	...	...	Bye	500 0 0		
188 Road, leading to Machin, Dwyer, and others	50	"	...	...	"	...

Construction.

Given in separate particulars.

189 Road, Denehey's Road	50	Margate	1 0	196 6 0	„	450 0 0
	<u>4250</u>					
Franklin—						
190 Road from Main Line of Road Southbridge to Arve River	250	Upper Huon	1 0	65 5 0	Bye	3474 5 1
191 Road, Swamp Road	100	Franklin	0 6	117 6 6	„	1373 4 2
192 Crowther's Bay Road	100	„	...	...	„	201 8 0
193 Road to selections, <i>via</i> Wilcox and others	100	„	...	...	„	...
194 Road, Upper Jackson's Road (extension)	100	„	...	...	„	667 12 0
195 Castle Forbes Bay Road, extension to Crown Lands	200	„	...	...	„	1670 9 10
196 Road, Burgess Road (extension)	150	Liverpool	1 0	109 10 6	„	470 19 8
197 Road, Arve Road (extension)	300	„	...	...	„	2215 16 11
198 Kermandie Valley Road	200	„	...	...	„	1138 19 7
199 Scott's Rivulet Road	200	„	...	...	„	1085 11 8
200 M'Mahon's Road	100	„	...	...	„	300 0 0
201 Road to Crown Lands, <i>via</i> Bennett's and Robertson's	100	„	...	...	„	100 0 0
202 Road from Garth's Jetty to Snake Plains, <i>via</i> Holloway's	100	Surges' Bay	1 0	30 2 0	Cross	66 6 1
203 Road from Post Office, Snake Plains, to Brooks' Bay Jetty	100	„	...	...	„	300 0 0
204 Road <i>via</i> Eaves' and Thurley's, to selections and Crown Lands	100	„	...	...	Bye	...
205 Road from M'Inalty's to Norris', Cawthorn's, and Crown Lands	150	„	...	...	„	...
206 Road from Hopetoun Sawmill to selections and Crown Lands	200	Esperance	1 0	98 12 6	„	800 0 0
207 Road, <i>via</i> selections of Brown, Owen, and Innis	100	„	...	...	„	...
208 Road, Raminea School to Folkstone	100	Southport	...	...	Cross	400 0 0
209 Road, Raminea to Southport	250	„	...	...	„	19,469 0 7
210 Road, Hastings to Recherche	150	„	...	...	„	...
211 Woolley's Road, Upper Huon	100	Upper Huon	...	...	Bye	350 0 0
212 Road from Upper Huon to Selections of Wright, Voss, and others	100	„	1 0	65 5 0	„	249 18 7
	<u>3350</u>					
Sorell—						
213 Road, Half-moon Bay Jetty to School	100	South Arm	0 6	14 9 6	Cross	300 0 0
214 Sandford to South Arm	100	Clarence	0 9	64 16 9	„	1650 0 0
215 Road, Buckland to Nugent	200	Spring Bay	0 6	43 2 3	„	...
216 Road, Nugent to Sandspits	150	„	...	...	Bye	316 16 5
217 Road, Nugent to Kellevie	100	Bream Creek, Lower Sorell	0 6	57 17 9	„	292 11 6
218 Road, Forcett to Wattle Hill	50	Lower Sorell	See above	...	„	200 0 0
219 Lower Carlton Road	100	„	...	...	„	500 0 0
220 Road, Newman's Bottom to Carnarvon	150	Tasman's Peninsula	...	...	„	419 2 6
221 Road, Koonya to selections of North, Chubb, and Brown ..	150	„	...	...	„	...
222 Road, Wedge Bay to selections of Robinson and others	150	„	...	...	„	100 0 0
	<u>1250</u>					
Total Roads	<u>£28,410</u>					
BRIDGES.						
Glamorgan—	£					
223 Bridge, Bicheno to Avoca	50	Glamorgan	0 4	137 17 8		

Construction.

Given in separate particulars.

			Road Trust District.	Road Rate, 1898.	Total Amount raised by Road Rate.	Main, Cross, or Bye-Roads.	Amount previously voted.	Construction or Repairs.	Special reasons in support of work.
BRIDGES—continued.									
Cressy—	£			s. d.	£ s. d.		£ s. d.		
224 Upper Liffey Bridge.....	200		Longford	0 6	745 12 3				
Kingborough—									
225 Bridges and Approaches, Snug and Little Snug	180		Margate	1 0	196 6 0				
226 Bridge and Approaches, Little Oyster Cove, Kettering	100		"	...	...		
227 Bridge at Clark's, Road Lovett to Gardner's Bay	100		Welsh	1 0	39 8 0				
228 Bridge, Agnes Rivulet Road	50		Port Cygnet	1 0	164 2 2				
	430								
Westbury—									
229 M'Kinnon's Bridge, Road Hagley to Beaconsfield (additional)	800		Westwood	0 6	117 7 6	...	662 4 2		
Selby—									
230 Bridge, Stony Creek, to selections of Griffiths' and others	50		West Tamar	1 0	523 14 9				
Glamorgan, New Norfolk, and Cumberland—									
231 Bridges, Prosser's River, Lachlan, Clyde (completion)	80		Glamorgan, New Norfolk, Hamilton						
Total Bridges.....	1610								
JETTIES.									
Glamorgan—									
232 Jetty at Bichenno	150		Glamorgan	0 4	137 17 8	...	365 14 3		
TRACKS.									
233 Tracks generally.....	£ 5000	s. d. 0 0							
234 Tracks, West Coast	5000	0 0							
235 Gordon Track, (completion)	500	0 0							
	£10,500	0 0							
BUILDINGS.									
236 Post and Telegraph Office, and Customs, Strahan	2500	0 0							
237 Police Buildings and Court Houses generally.....	6000	0 0							
238 Post and Telegraph Offices generally	3000	0 0							
239 Nurses' Home, Launceston, (excess).....	300	0 0							
240 Fever Ward, Launceston, (additional)	200	0 0							
241 Hydraulic Lift, Bonding Stores, Hobart	400	0 0							
242 Cottage Hospital, West Coast, (excess on previous provision)	18	10 4							
243 New Schools	6500	0 0							
	£18,918	10 4							
MISCELLANEOUS.									
244 Little Mulgrave-street, Launceston, (refund to Launceston Corporation)	300	0 0							
245 Quayle-street, Completion of.....	200	0 0							

Given in separate particulars.

246	Roads, Bridges, &c. generally—Excesses, Surveys, and Contingencies, including Purchase	500	0	0
247	Metal broken, Queen's Domain.....	1052	11	10
248	Extension and Improvement of Rifle Range, Sandy Bay	600	0	0
249	Fentonbury Water Supply.....	100	0	0
250	Additions to and Extensions of Bridges and Jetties	5000	0	0
251	Emergent Works.....	1000	0	0

£8752 11 10

RAILWAY ITEMS.

252	New Shelter-shed and Office, Epping	100	0	0
253	Construction of Goods Station, Clarendon	400	0	0
254	Water Supply (well-sinking), Western Line	200	0	0
255	Purchase of Land and erection of additional accommodation for Cattle-yards, Newstead.. ..	250	0	0
256	Completion of North-East Dundas Tramway.....	1000	0	0
257	Additional Rolling Stock for North-East Dundas Tramway ...	4240	0	0
258	Contingencies	1000	0	0
259	Railway Workshops, Launceston, (additions).....	500	0	0
260	Dredging and Improvements, Railway Wharf, Launceston ...	2000	0	0

£9690 0 0

HARBOUR WORKS.

261	Dredging and Improvement Macquarie Harbour Bar	£5000	0	0
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262	Supervision, Office Charges--Travelling Expenses and Advertising	£5000	0	0
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H. E. PACKER, *Secretary for Public Works,*