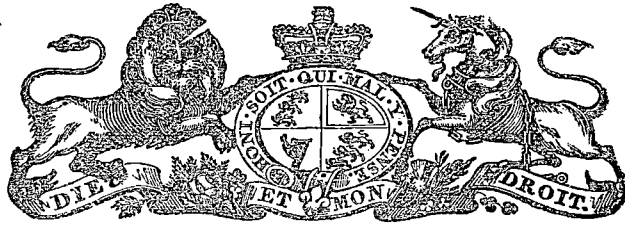


(No. 39.)



1869.

T A S M A N I A.

PUBLIC WORKS.

Report of the Director of Public Works on the various Public Works,
with Statement of Expenditure under authority of the different Loans
Acts.

Laid upon the Table by the Colonial Treasurer, and ordered by the House to be
printed, August 24, 1869.



Department of Public Works, Hobart Town, 24th August, 1869.

SIR,

THE Reports of my predecessor noted in the margin*, and laid before both Houses of the Legislature, afford particulars of the several works for which provision has been made by Loans Acts, the contracts entered into by the Government for their prosecution, and the details of expenditure thereon.

These Returns embrace periods from November, 1865, to 27th July, 1868; and I have now to supply, from the Office Records, an account of the progress of the works referred to, and included in the reports furnished; together with the payments made on account thereof.

I may observe that special supervision has had to be provided in those localities which are distant and apart from each other, in addition to inspection by the Head of the Department.

The demands for compensation and fencing by owners and occupiers of land through which the lines of road pass, and whose properties are much increased in value by the access given to them, induce me to point out that it is most desirable to cause to be embodied in the Public Works Acts the following clauses:—

1. Empowering the Government to make use of and take any uncultivated land for the purpose of constructing approaches to bridges, and making, altering, and diverting lines of road, without compensation for taking the same; affording, however, to the person or persons whose uncultivated land may be so taken equal protection against trespass as was possessed previously to the laying out or construction of such road or bridges.

2. To take from uncultivated lands, free of charge, all such indigenous timber, stone, gravel, or other materials as may be required for the purposes aforesaid.

3. To cut down all timber within 100 feet of any highway or bridge, hut or building, so as to prevent damage thereto.

When cleared or cultivated land is taken, I would submit that the Government should not be called upon to fence except where the severance of a homestead, or small patch, would be of injury to the proprietors; and in estimating the amount of compensation to be made to owners, or occupiers, of such land, regard should be had to the benefits derived, or to be derived, by the construction of such road, and the means of communication thereby given to the property.

In cases where Roads or Bridges have been or may be constructed out of grants made by the Legislature, and on completion handed over to Road Trusts, provision should be made for compelling the Trusts to keep the roads or bridges so handed over in repair, otherwise they will, for want of the necessary yearly outlay, fall into a ruinous state; or the Government will be called upon to incur a further debt for the repairs thereof, which should be otherwise provided for.

For this purpose it would, I submit, be legitimate to empower Trusts to make and levy rates to be applied, with the subsidy from the Land Fund, in aid of requisite repairs.

As instances of the necessity for some such provision, I would mention the state of the new Huon Road, within the Leslie District, handed over to the Trustees in February, 1867, portions of which are now getting into a bad state from want of timely and necessary repairs.

* No. 32 of 31st July, 1866; No. 13 of 16th January, 1867; No. 3 of 20th August, 1867; No. 23 of 28th July 1868; and Appendix No. 82 of 4th September, 1868.

Also the Bridge over the River Emu, on the North-west Coast, erected by the Government in 1862 and 1863, at a cost of £1200, the platform and roadway of which the Trustees of the District describe as almost impassable.

I would also recommend that, before any work is undertaken, proper surveys and sections should be prepared, with an estimate of the probable cost, in order that the entire approximate expense be ascertained, so that the Government and the Legislature may be in a position to judge, not only of the class of work proposed to be carried out, but the amount required from its commencement to its completion. This course will obviate the necessity of having from time to time to seek the aid of the Parliament in supplementary or additional votes, and the Government entering upon any outlay before the probable cost of the whole work is determined by Parliament.

Should any further works under Loans Bills be projected, it will be a question for the Government to consider whether the same may not be constructed in a substantial but less expensive manner, sufficient for the requirements of the present time, leaving their improvement to a succeeding generation, when the country, for the benefit of which the works have been constructed, will most probably be settled by a population of a more fixed and stationary character.

I would also recommend that no recognised Field Surveyor of the Government be employed to execute works for this Department other than with the special sanction of the Surveyor-General.

I find that employing, independent of the Surveyor-General, such Officers in cutting tracks and forming roads has led to unsatisfactory results.

I have the honor to be,

Sir,

Your very obedient Servant,

FRANCIS BUTLER, *Director of Public Works.*

The Honorable the Treasurer.

PATERSONIA, BRIDPORT, AND RINGAROOMA ROADS.

VOTES—£8400 10s. 11d.; and £9850 4s. 10d.

The expenditure on the above roads to 27th July, 1868, appears from the Office	£	s.	d.
Records to amount to the sum of	4495	9	8
And	5999	6	4
	<hr/>		
	£10,494	16	0
Since expended as per Appendix	5,468	18	0
	<hr/>		
	£15,963	14	0
	<hr/>		

The Contract of William Blyth for forming and constructing road from the 2nd to the 8½ mile, and that of John Hay & Co. for a sidling-cutting from the 8½ mile to the head of Meredith Valley, a distance of 6½ miles, and for constructing culverts thereon, have been completed.

That of Robert Miller for forming two miles of road, commencing at the termination of the Scottsdale Section, and for cutting drains and constructing culverts thereon, has been, as appears by the payments in details of expenditure, completed.

William Andrews's Contracts for erecting Bridges over Tucker's Creek, the River Brid, the Great Forester River, Parr's Creek, Parr's Rivulet, French's Creek, and Ledgewood Rivulet, and five Bridges across hollows, Sections 1 and 2 on line of road, have also been completed; but deductions were made to the extent of £30 for deviations from Contract on Bridge over Tucker's Creek, and Bridges across hollows, Sections 1 and 2; which amount, with the sum of £30, included in Tender for extras, not performed, is in course of expenditure.

The Contract of B. R. Watson for forming and constructing road through Scottsdale, a distance of 3 miles and 30 chains, commencing at the 10th mile tree and terminating at the commencement of the Ringarooma Road, has, since the furnishing of the last return, been completed.

In March, 1868, I find Tenders were received for the following Service:—

1st. For forming Section of the Ringarooma Road, commencing at the 2nd mile and terminating at the 9th mile peg, River Arnon, a distance of 7 miles.

2nd. For forming Sections from the 9th mile peg at the River Arnon to 16 chains beyond the Ringarooma River, a distance of 6½ miles.

These tenders were not at the time acted upon or accepted. The Government was advised that even the lowest, computed at £3846 18s., was far in excess of the actual requirements of the Service; and, acting on the recommendation of this Department, issued instructions that fresh Tenders should be invited—the width of roadway to be made being reduced from 20 feet to 15 feet, but retaining the clearing at its full width, and conforming in all other respects to the plans and specifications under which the old Tenders were received. This invitation, duly published in the *Gazette* and authorised newspapers, resulted in Wm. Blyth's Tenders at £1200 and £975 being accepted for the Service, a saving of £1671 18s. being thereby created.

£100 has since been authorised for culverts, in addition to those provided for in each of the previous specifications.

The works are, from the reports of the Overseer in charge, progressing in a most satisfactory manner.

The road from Bridport to 16 chains beyond the Ringarooma River, a distance of about 29 miles, will be finally completed in October. Upon this line there have been erected 22 Bridges and 225 culverts.

Tenders were invited in 1866 for bridging the Ringarooma River, but were not acted upon, the lowest Tender received being £775.

PATERSONIA AND RINGAROOMA ROAD.

Of this road, which joins the Bridport and Ringarooma Road at Scottsdale, 8½ miles have been made from Patersonia towards Springfield, 2 bridges and 96 culverts being constructed thereon; the remaining 16 miles have been cleared, grubbed, and formed 6 feet in the centre to provide for horse traffic. The scrub and saplings have, however, grown up so rapidly and thickly that they will have to be cleared off before taking steps to make the road.

The first 10 miles of this Section, from Patersonia to Springfield, pass generally along the line surveyed by Mr. Burgess; the remaining 6 miles, as now laid out, is a deviation from the original Survey,—no plan or section of the deviation has been made. This road is much used by the Settlers at and around Scottsdale, being the most direct route to Launceston.

Bridport is 13½ miles from the junction of the Ringarooma and Patersonia Roads.

Of the 16 miles between the Bridport junction and Patersonia to be completed, 12 miles pass almost entirely through Crown Lands; the rest through a narrow strip of private property, bounded on both sides by the Crown Estate. The land from the made road to Scottsdale is good, and fit for cultivation. The gradients on the line are heavy.

From Patersonia to Launceston the distance is 14 miles; but the amounts under the Acts 29 Vict. Nos. 1 & 2, do not provide for any outlay on this last-named Section.

To complete the unfinished 16 miles of road, including bridges and culverts, between Scottsdale and Springfield, and towards Patersonia to the 8½ miles already constructed, is estimated to cost, if 20 feet wide, £5000; if 15 feet wide, £3700. And to bridge the Ringarooma River, where it intersects the roadways, and construct approaches, is estimated at £700 to £750.

On the completion of existing Contracts, there will be an available balance on foot of the Loans Act, under the heads of Service hereinbefore stated, of about £1000.

GOVERNMENT ROAD THROUGH FRANKLIN, HUON.

VOTE—£2162 8s.

This work, reported as completed in Return of 27th July, 1868, was handed over to the Franklin Road Trust in March, 1868.

Expended thereon—as per Return of above date	£	s.	d.
Since expended	2159	11	7
			Nil.

WEST TAMAR ROAD.

VOTE—£2000.

The works on this line have been carried on by the Road Trustees under the control and direction of a Board appointed by the Government.

And there has been expended thereon as per last Return to Parliament	£	s.	d.
Since expended by Trustees advances from Treasury	1009	3	0
	302	4	3

£1311 7 3

ROAD FROM WEST TAMAR TO GREEN'S CREEK.

VOTE—£10,000.

No expenditure beyond the amounts previously reported to Parliament for the clearing and grubbing on the 1st and 2nd Sections, a distance of 27½ miles, has been incurred on this line. The amount so expended as per last Return is set down at £1922 18s. 7d.

A sum of £600 was reserved for additional work on this line, and the balance of the vote merged into the provisions made under the Act 31 Vict. No. 23, for works in the Counties of Devon and Wellington.

ROAD FROM CAMBRIDGE TO BLUFF FERRY.

VOTE—£2000.

	£	s.	d.
Expended as per Return to Parliament of 27th July, 1868	1951	19	4
Since	Nil.		

BRIDGE OVER RIVER FORTH.

VOTE—£2000.

	£	s.	d.
Completed as set forth in Return of 27th July, 1868—expended	1999	19	1
„ since..	Nil.		

BRIDGE OVER RIVER LEVEN.

VOTE—£4000.

Completed as set forth in previous Reports.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868	3670	6	2
Since expended	Nil.		

BRIDGE OVER PROSSER'S RIVER.

VOTE—£2000; and Supplementary, £52 11s. 11d.

	£	s.	d.
Completed as set forth in Return to Parliament of 27th July, 1868—expended ...	2052	11	11
Since expended...	Nil.		

ULVERSTONE ROAD—*Running Southerly.*

VOTE—£10,442.

The previous Reports to Parliament give the expenditure upon this line under Loans Act, 29 Vict. No. 2, at £1465 5s. 10d.

The residue of the Vote merged into the provisions for Works in Schedule of Act 31 Vict. No. 23. *Vide same.*

NORTH WEST BAY AND SANDFLY TRAMWAY.

VOTE—£7584 10s.

	£	s.	d.
Expended—as per last Return to Parliament	934	19	11

The residue of the Vote merged into the provision for Works under the Act 31 Vict. No. 23, in Huon District, which see.

PORT CYGNET ROAD.

Vote—£4975 15s. 10d.

This road for 3½ miles has been, as reported, completed.

	£	s.	d.
Expended—as per Return of 27th July, 1868.....	4478	0	4
Since expended in fencing portions of road, &c.....	141	13	2
	<u>£4619</u>	<u>13</u>	<u>6</u>

Application has been made to the Government to bridge the Agnes Rivulet at the point to which this road is finished, so as to connect the settled lands on the opposite banks of the Rivulet. The cost of a rough strong timber Bridge, built of logs and slabbed, the centre opening to be 20 feet, and two 15 feet openings, logged up to form approaches, is estimated at £35 to £40.

ROAD LEADING FROM SOUTHPORT TOWARDS PORT ESPERANCE.

Vote—£2552.

This road for a distance of 4 miles, with jetty for the accommodation of vessels loading there, has, since the last Report was furnished, been completed.

The road has given access to and opened up extensive beds of timber, which have afforded employment to large numbers of sawyers, splitters, and craftsmen.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868	1911	3	9
Since expended	639	19	9
	<u>£2551</u>	<u>3</u>	<u>6</u>

TRAMWAY LEADING FROM PORT ESPERANCE TOWARDS SOUTHPORT.

Vote—£1914.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868	23	15	0

The residue of the Vote was transferred to amounts included in the Act 31 Vict. No. 23, for works in the Huon District.

No additional expenditure has been incurred. (See last Report.)

DOVER AND WALPOLE ROAD, PORT ESPERANCE.

Vote—£1914.

The Slab-road for a distance of 2½ miles, and the erection of Jetty under Brown & M'Donnell's Contract, have been completed.

The first half-mile from the Jetty has been rubbled and metalled. The remaining 2½ miles are slabbed. There is a considerable amount of traffic by sawyers, splitters, and bushmen on this road.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868	1635	13	5
Since expended	277	18	1
	<u>£1913</u>	<u>11</u>	<u>6</u>

FRANKLIN TRAMWAY.

Vote—£5406.

	£	s.	d.
Vide last Report.—Expended	490	9	4

The residue of the Vote merged into the provisions made by 31 Vict. No. 23, for the Works in the Huon District.

RIVER CAM TRAMWAY.

VOTE—£1200.

<i>Vide</i> last Report—Expended	£	s.	d.
	104	11	9

The residue of the Vote has been set apart under the Act 31 Vict. No. 23, for Works in the Counties of Devon and Wellington.

SORELL CAUSEWAY.

The construction of a Causeway over and across the arm of the sea known as Pittwater, in the District of Sorell, from the Bluff Ferry to the shore on the side of the Town, has been carried on under Trustees appointed by the Government, in accordance with the provisions of *The Sorell Causeway Act*. The Trustees so appointed have heretofore received from time to time advances from the Public Treasury for the prosecution of the Work.

From Returns laid before Parliament, the expenditure under the Acts 23 Vict. No. 42, 28 Vict. No. 5, 29 Vict. Nos. 1 & 2, and 31 Vict. No. 23, for and in aid of completion of the Work, appears to be:—

	£	s.	d.
To 27th July, 1868.....	9064	5	0
And payments have been since made, amounting to.....	735	10	0
	£9799	15	0

The Works have, since the failure of the last Contractor in November, 1868, been in abeyance.

The Trustees and the Government have, however, been in correspondence on the subject, and Reports have been received from Messrs. Doyne, Major, & Willett, and from Mr. John Watson. These were referred by the Government to this Department, with instructions to the Director of Public Works to inspect and further report thereon. This instruction was complied with on the 10th of August, when full particulars as to the present state of the Works, and proposed mode of completion, were furnished, with an estimate of the probable cost.

1st. Of constructing Causeway from the Bluff to Medway Point, including Drawbridge and approach to Causeway.

2nd. Road across Medway Point and Causeway to Halstead Point, Sorell.

3rd. And for completing the Cambridge Road to the Bluff.

It rests with the Government and the Legislature to decide as to the completion of the Work, and the mode in which the additional amount required for the purpose is to be provided.

UNDER the Public Works Act, 31 Vict. No. 23.

FOR WORKS IN THE HUON DISTRICT.

For Completion of the Direct Huon Road from Hobart Town to Leslie, Victoria, and Port Cygnet.
Vote £12,500.

That portion of the line between the City Boundary, at Holbrook Place, and the Town of Leslie—proclaimed on 18th February, 1867, as a Road District—has been well sheeted with metal between Hall's Saddle, the Mountain Track, and Watchorn's Hill. From thence towards Cooney's to the 8th mile mark, has been formed, rubbled, and metalled.

There is however, as already noticed, a want of attention on the part of the "Leslie Road Trust" to maintain and keep this portion in order.

After the large expenditure incurred by the Government in its construction, it would be most undesirable and unsatisfactory to allow it, through the want of due attention and proper expenditure on the part of the Trustees, to fall into disrepair and decay. The Trustees rely on the Toll taken, after payment of collection, to maintain the road; and the District in no way contributes, by assessment, towards the object, no local rates being levied for the purpose within the boundaries of the Trust.

The portion of Road approaching Cooney's and to the 9th mile mark is reported to me as having been well formed, culverted, and drained, the soft places being slabbed over and rubbled. The other portion,

extending beyond the North West Bay Rivulet to Mr. Coombe's, has been formed to receive, where stone could be procured, a good bottoming,—the stone being set in the form of a close firm pavement, upon which layers were packed and broken; and from thence to near 12th mile, slabbed and gravelled, and in places metalled.

This Work, including two substantial Bridges with stone walls and buttresses, and a number of culverts, was done under the immediate supervision of this Department.

Messrs. Hay & Co.,—whose Tender was, as previously reported, accepted for clearing, forming, slabbing, metalling, bridging, putting in culverts, and other Works on that portion of the road commencing near the 12th mile mark and terminating at the south-west boundary of A. Crawford's land, a distance of 3½ miles,—have notified the completion of their Contract, and claim a balance of £538 17s., on foot thereof, and £52 10s. for additional slabbing outside the boundaries of their Contract.

This claim was rendered immediately after my taking charge of the Department; and on my going over the Section, and examining the same with the plans and specification, I find I am unable to grant final payment until certain works are made good; and I have so notified the Contractors, and reported to the Government.

The forming and putting in culverts only, on the Section commencing near the 16th mile mark and terminating 4 chains west of Blackfish Creek, a distance of 2 miles and 16 chains, having been reported as completed, at a cost of £839 18s., it was taken off the Contractor's hands in December last. Tenders were then invited for slabbing and metalling the same; but the Director of Public Works did not feel justified in recommending the Government to incur an additional expenditure of £1184, and thereby involve an outlay of at least £920 per mile for a bush roadway, on which at this point there is at present a very limited traffic. After inspection of this Section by Mr. R. C. Gunn—acting for the late Director of Public Works—it was decided that the soft or clayey places should be slabbed and covered with gravel by the men employed by the Department, and where metal or material could be got to apply it upon other portions,—the whole to be done at such a cost as to secure economy, and without encroaching too much on the available funds, the roadway to be subsequently improved. This course has been pursued.

The other Sections of road towards Victoria are mostly through low swampy ground, requiring to be, as far as practicable, well drained.

There are, however, several rises to be cut down and hollows to be filled in previous to slabbing or metalling, and culverts and small bridges to be erected.

Having received instructions to carry out the Works on the unfinished detached portions of about 5½ miles, so as to complete the entire length of road of 22 miles to the Huon River, the work is now being proceeded with, and I anticipate an additional outlay of £1600 to £2000 will meet the expenditure thereon. This amount will require to be provided by a Supplementary Vote.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868	2092	4	7
Since expended	10,157	14	1
	<u>£12,249</u>	<u>18</u>	<u>8</u>

For Completion of the Road from Port Esperance to Southport. Vote £3500.

No expenditure has been incurred under the Vote.

For the Construction of a Horse-Track from Surges Bay to Port Esperance. Vote £400.

A Track has been cleared, 15 feet wide, and formed 4 feet wide, commencing about one mile from Surges Bay on the Splitters' Line, and opened through to the Dover and Walpole Road, a distance of about 5 miles,—the soft places being slabbed, and bridges erected over creeks, making the same suitable for horse traffic. This line forms part of the direct overland route from the Huon to Port Esperance.

There is a steep and narrow side-cutting on a part of the line upon which an expenditure of £10 has been authorised to be incurred. The work was performed by a competent bushman, with good axemen, under the immediate supervision of the Department.

	£	s.	d.
Expended to date	389	7	3
Authorised to be expended	10	0	0
	<u>£399</u>	<u>7</u>	<u>3</u>

Bridge over the Port Esperance River. Vote £350.

This Bridge—which is a trussed and piled one, with a span of 75 feet, and a joisted and planked floor, built at an elevation of 5 feet above high-water mark, and erected over the Esperance “Narrows”—was completed in a most substantial and satisfactory manner, in February last, under Mr. James Porter’s Contract. It connects the Southport Main Road with the Dover and Walpole Road.

The approach to the Bridge from the Esperance side of the River, over about 1½ miles of swampy ground, is in course of being drained and slabbed by the Board of Works of the District, and when completed will leave the whole of the line from Hobart Town to Southport passable for horse traffic.

	£	s.	d.
Expended as per Return to Parliament of 27th July, 1868	13	12	0
Since expended	335	0	0
	<hr/> £348 12 0 <hr/>		

For the Construction of a Track from Southport to Recherche Bay. Vote £250.

No expenditure has been incurred under this head.

For Road or Track from Franklin, following the proposed Line of Tramroad. Vote £2000.

The Hon. the Treasurer, in February last, directed enquiry as to the best means of affording access to the holdings on this line, representations having been made to him that the Settlers were under the impression the “Swamp Road” was to be constructed under the above Vote, to commence at the water’s edge from the Franklin Main Road, and to run back for a distance of 4 miles through land formerly belonging to Lady Franklin; then through land of Messrs. Latham, Miller, Coady, Good, Thorpe, Curtain, Bell, Short, and Gannon.

The Director of Public Works, on 15th March, submitted for consideration that, before any action was taken in expending so large an amount, it should be shown,—

- 1st. What unsold lands of the Crown, if any, the projected road would open up.
- 2nd. The value to accrue to the Public Estate by the construction of such road. This being the more necessary, inasmuch as Messrs. Laffer and Davies reported on the line of the abandoned “Franklin Tramway”—and of which this road would form a branch—“that there is very little indeed of good land available.”
- 3rd. Whether a more cheaply-constructed road would not answer the purpose, should it be decided to carry out the work.
- 4th. That the question of an alleged undertaking to make this road should be first established.

No Survey of the road has been made, nor are there any Plans or Sections of the line. No expenditure has been incurred under the Vote.

FOR WORKS IN THE COUNTIES OF DEVON AND WELLINGTON.*For the Construction of a Road from the River Leven to the River Blythe. Vote £2400.*

A wooden pile bridge, in 3 spans, over the Penguin Creek, with a waterway of 73 feet, and approaches, have been constructed. The work is reported as having been well and substantially performed by the Contractor, Mr. Henry Jowett, who rendered it up complete in October, under his Tender, at a cost of £220.

The 1st and 2nd Sections of road from the west end of the Leven Bridge to Penguin Creek, a distance of 6 miles and 74 chains, have been formed, drained, and culverted under J. A. Fogg’s Contract: 19 chains skirting the beach, between Mr. Walker’s and Mr. Tait’s land, at the foot of the “Cliffs,” have been metalled 20 feet wide.

An additional Section of 1 mile and 25 chains, including the erection of bridges and culverts under Ritchie, Watson, & Co.’s Tender, at £625 14s. 6d., is bordering on completion,—making the length of road contracted for 8 miles and 19 chains, on which there have been constructed 26 culverts, besides bridges, and 48 chains of catch drains, exclusive of table drains.

	£	s.	d.
Expended—as per Return to Parliament, No. 23 of July, 1868.....	106	0	2
Since expended	1844	1	8
	<hr/> £1950 1 10 <hr/>		

The balance of Vote will be required to meet final payments on Works.

For constructing Bridges and clearing Tracks between Table Cape, Circular Head, and the Duck River. Vote £6000.

WYNYARD, TABLE CAPE.

65½ chains of road, commencing at the Surveyor's Peg, corner of Goldie and Saunders-streets, at Wynyard and terminating at the top of the east bank of the Big Creek, have been formed, including culverts, side and waste drains, under John Bauld's Tender. This work was completed in August last, at a cost of £224 15s. 3d.

Five miles 17 chains and 16 links of the line, from the Big Creek towards the east boundary of Walsh's land, near Jacob's Boat Harbour, was cleared 66 feet, and grubbed to a width of 33 feet, under Robert Miller's Tender, at a cost of £714 7s. 9d., and completed in November last.

Whereupon Tenders were invited for forming and constructing, draining and culverting, the road a distance of 1 mile and 12 chains, from the Big Creek to the River Inglis. The Tender of William Coucher was accepted, and the work is reported as having been satisfactorily carried out by the Contractor, and rendered up complete on the 2nd of August instant, at a cost of £383 8s. 9d.

A Track 15 feet wide from the Detention River to near Jacob's Boat Harbour has been cleared, under the Tender of Cross & Morey, at a cost of £195.

A Track 10 feet wide from the Detention to Smithton at the Duck River, under Mr. Surveyor Simmons's Tender, at £12 per mile, is reported as having been completed in October, for which Mr. Simmons has been paid £280 19s.; and for Branch Tracks of 8 miles 79 chains, £107 17s.

He has also been paid for the following Works :—

For clearing and laying out a road 15 feet wide, and erecting Bridges 12 feet wide over creeks from the site of the proposed bridge at the Detention River to the north boundary of Mr. House's selection; thence along said boundary to the new line of road from the Detention to Wynyard, a distance of 2 miles 5 chains and 85 links, at £30 per mile; or a cost of £62 0s. 7d.

Also for erecting a Bridge suitable for horse and foot traffic over the Detention, 108 feet in length, covered with 7-feet slabs, trenailed at both ends, with hand-rail, at £35. For clearing a Track on the west side of the Detention, 15 feet wide, and bridging creeks and making suitable for traffic from the foot bridge over the Detention River to where the road strikes the coast, at £25. And for erecting, across the mouth of the Sister's Creek, a foot bridge, 60 feet long, at £15.

Bridges over Detention and Crayfish Rivers.

Tenders were received on the 28th of August last for erecting Bridges over the Detention and Crayfish Rivers, between Table Cape and Circular Head.

That of W. M. Peart & Son, at £950 for both Bridges, including £100 for extras, was accepted.

The Bridge over the Detention is a pile and corbel one, 234 feet long, 12 feet wide, and 14 feet from bottom of river in centre.

That over the Crayfish is a truss and pigstye log-pier bridge, in one span of 80 feet wide, the extreme length 148 feet, 12 feet wide, and 14 feet from bottom of river.

These Bridges are reported as having been most satisfactorily completed, and rendered up on the 23rd of June last.

There was a special Officer constantly on the spot supervising this Contract.

River Inglis and Big Creek.

The Tender of Messrs. Peart & Son for the erection over the Inglis,—

1st. Of a pile and corbel Bridge, 372 feet long, 12 feet wide, the greatest span being 30 feet; height from deepest part of bed of river 44 feet.

2nd. Over the Big Creek of a pile and corbel Bridge 140 feet long, and 12 feet wide, the greatest span being 24 feet; height from bed of creek, 22 feet; and to complete the same in accordance with the plans and specifications at or for the sum of £1055, including £60 for extras, should such be required, was duly gazetted as accepted on the 15th December, 1868. The Messrs. Peart made a deposit of £100, as required by the Conditions.

The Contract to be entered into for the due prosecution of the Works was prepared by the Crown Solicitor; but the Messrs. Peart refused to enter into or sign the same, alleging that they could not erect the Bridges according to the specification and plans, with sawn timber, for the amount of their Tender. In a letter addressed to this Department they declined to proceed with the Works, and this refusal was reported to the Government.

Messrs. Peart & Son's Tender being, through their own acts and defaults, cancelled, the deposit of £100 made by them has been, by *Gazette* Notice under date 10th July last, forfeited to Her Majesty the Queen for the use of the Government of Tasmania.

On the 24th June I reported the completion of the Detention and Crayfish Bridges; and represented that it was now most necessary, in order to make communication along the line perfect, to bridge the Big Creek and Inglis: and I have been authorised to at once call for Tenders for this Service in accordance with the recommendation contained in my letter.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868	402	17	6
Since expended	2817	13	8
	<u>£3220</u>	<u>11</u>	<u>2</u>

For Road from Ulverstone to Dooley's and Gunn's Plains. Vote £8000.

The length of road from Ulverstone to Eden at Lot 677 on the confines of Castra is 11 miles.

The 1st Section of 4 miles under Messrs. M'Donald & Fogg's Tender, £3332, and for extra drains at 7s. 6d. per chain, extra fencing at 5s. per rod, and extra culverts at 5s. per foot run.—should such extras be required—including 320 chains of falling, clearing, and grubbing of timber, 3 chains of road near the Jetty to be levelled and metalled one chain wide, and the remaining portion to be slabbed and rubbled at ends of slabs, with 120 chains of ditching or drains, 27 chains of 4-rail fence, 9 culverts, one 2-span bridge, and six 10-foot bridges, will be completed by the 31st instant.

The Tender of Messrs. Ritchie, Watson, & Co., for forming and constructing, in accordance with descriptive particulars in specification, the second Section, commencing at the 4th mile peg and terminating at the end of the 8th mile, including 4 bridges, 11 culverts, 200 chains of ditching or drains, 4 chains of log-fence, 2 chains of cuttings for diverting creeks, and 320 chains of falling, clearing, and grubbing, at £1020 11s. 10d.; also for slabbing, in conformity with specification and plans, 320 chains, at £4 per chain; or for slabbing, £1280; and for the following extra Works—should such be required, and ordered in writing by the Director of Public Works—viz.

Extra logging and slabbing, at £6 per chain.
 Extra ditching or drains, at 10s. per chain.
 Extra culverts, at 6s. 6d. per foot run.
 Extra log fence, at 20s. per chain.
 Extra post and 4-rail fencing, at 6s. per rod,—

was gazetted as accepted on 12th September last.

The grubbing and falling of timber along the whole length of the 4 miles of road; 3 miles of earth-works, 10 culverts, 4 bridges, 120 chains of slabbing, and 80 chains of rubbling, have been performed. The Contract time will expire on 30th September next.

Eight miles of road on completion of the foregoing Contracts will have been cleared, grubbed, formed, and slabbed, bridged, culverted, and drained.

On the 3rd Section from the 8th to the 11th mile peg the Works of falling, clearing, grubbing, and removing timber, excavating, embanking, and forming road, including 32 chains of 4-rail fence, 200 chains of ditching or drains, and 4 culverts, are being proceeded with under the Contract of James A. Fogg, at £1249—gazetted 9th February, 1869—and for slabbing at £5 10s. per chain.

Also for such extra Works as may be required at the following prices:—

For extra 4-rail fencing at 5s. 6d. per rod; for extra ditching or drains at 6s. per chain; for extra culverts at 5s. per foot run.

On 1½ miles of this Section the timber has been grubbed and cleared off, and the road formed and graded, and 1½ miles partly grubbed and cleared.

The Work is reported as progressing satisfactorily, and is to be rendered up complete on the 31st December next.

No slabbing has been ordered under the price given in Mr. Fogg's Tender for this Service, as the balance on foot of the Vote, when liabilities on existing Contracts are met, will not admit of more than three-quarters of a mile of this section being slabbed.

Expended—as per Return to Parliament of 27th July, 1868	£	s.	d.
Since expended	95	18	6
	4070	0	11
	<hr/>		
	£4165	19	5
	<hr/>		

Road from Elizabeth Town to Latrobe. Vote £1000.

The survey of the line of road, with plan and section, as made by Mr. J. M. Dooley, at a cost of £151 2s., and £12 12s., for preliminary inspection, was furnished to this Department in August last, with his Report thereon.

In November the Honorable the Treasurer requested to be informed what steps had been taken as to the initiation of the work, and he was informed that nothing beyond the survey had been decided upon, owing to the consent of owners through whose lands the road would pass having to be obtained, and the difficulty of reconciling conflicting opinions as to route having to be got over.

In February last Mr. R. C. Gunn visited the line and conferred with the Trustees of the Templeton Road District on the subject.

In June Mr. District Surveyor Hall was instructed by the Surveyor-General to lay down a line uniting the old Mersey Road near the Junction Inn with the Green's Creek Road at the "Stony Rises," joining with Mr. Dooley's Survey,—a plan and section of which has been furnished, the steepest gradient shown being 1 in 18.

In laying out the line Mr. Hall endeavoured to use as much of the old roads as he found good; and he reports that no advantage would be gained by making use of any more of either. From the Junction Inn to the starting point of his Survey, a distance of nearly a mile, the road he reports goes over level ground, has been cleared a good width, and drained, and is passable except about 7 chains near the Inn, which requires to be culverted and the drains opened out. From Bennett's north-west angle until the road meets the Green's Creek Road the country is generally lightly timbered, and the soil sandy and gravelly. There will be little more than side cutting requisite on this part to form the road, and altogether it will be easily cleared and made in a passable condition.

The portion of the Green's Creek Road that Mr. Hall has embraced in his Survey he states is generally level, and has been cleared a good width.

With reference to the expenditure of the amount available on foot of the Vote of the Legislature, I submitted for the consideration of the Government, under date the 13th instant,—

That application be made to the owners of property to allow the line of road to pass through their un-cleared land free of all charges, and without any allowance for fencing; and where it would go through cleared land that a fence along one side of the boundary only be erected.

The balance available could then be applied to clearing the whole of the line from Latrobe, as laid down by Mr. Dooley to the "Stony Rises," and thence along Mr. Hall's line to its junction with the old road from Deloraine to the Mersey.

Tenders could be called for this Work in two Sections—one from the north-west corner of Bennett's 100 acres to where it joins the Green's Creek Road.

The other portion along Mr. Dooley's line, from its leaving the Green's Creek Road to Stanley-street, Latrobe.

The expense of these Works (excluding the land already cleared) would, under Mr. Dooley's estimate, be about	£435
And for fencing one side only through the cleared portions, 200 chains, about	£200
	<hr/>
	£635

Leaving the balance for contingencies.

The Work could be performed under the supervision at the disposal of the Trust, and on its completion and before final payment inspected by an Officer of this Department.

This course would give the Templeton Road Trust the opportunity of expending any balance they may have in hand in making the worst portion of the line, and would be the means of opening up the road from La Trobe to the bridge over the River Rubicon; the Midhurst Road Trustees having agreed (as Mr. Gunn understands) to make good the present road from the Junction Inn to that River.

UNDER PUBLIC BUILDINGS ACT, 31 VICT. No. 24.

For New Buildings and the Purchase of Premises for the Asylum, New Norfolk. Vote £2300.

The expenditure under the above head, as per Return to Parliament of July, 1868, amounting to £395, is the purchase-money of a Cottage on the Lachlan Rivulet as a residence for the House Surgeon, additional repairs have been made thereto, in accordance with the approval of the Commissioners of Lunacy, at a cost of £65. This arrangement relieves the Government of the provision heretofore made on the Annual Estimates for rented premises.

In accordance with the decision of the Commissioners and the Government, plans and specifications were prepared and Tenders invited by this Department for the erection of a new brick building for Female Paying-Patients, of the following dimensions:—Length over all, 95 feet; width of front, 59 feet 6 inches; back, 45 feet 6 inches, with verandah 8 feet wide to front and sides; the interior arrangements consisting of an entrance-hall 17ft. × 8ft., opening upon 2 parlours each 24ft. × 17ft.; corridors, 76 ft. × 12ft., opening upon 2 rooms each 22 ft. × 14ft.; and 8 dormitories, each 15ft. × 10ft., with kitchen 20ft. 9in. × 15ft.; also bath rooms, &c.—the height of building from floor to ceiling being 13 feet.

On the 2nd October the following Tenders for the Work were received:—

J. Smith, at £1987; R. Shield, at £1958; Jno. Rait, at £1825; Jno. Read, at £1789; R. B. Wiggins, at £1750; Jno Anderson, at £1711; Edward Ford, at £1685; Thos. F. Rigby, at £1675; George Green, at £1325; and on the following day submitted to the Commissioners, who decided to recommend that of Mr. George Green for acceptance: and the same having been authorised by the Government, Mr. Green entered into a Contract to complete the building on or before the 1st day of November now next.

A special Officer was appointed to supervise the putting in of foundations as well as the erection of the building.

The Works are now fast progressing towards completion, and will be finished and rendered up within the Contract time.

Mr. Green's Tender for fitting up closets with service pipes, drains, &c., at £63 13s. in addition to Contract, has also been authorised.

Tenders have been invited for a dividing fence, with gates, so as to securely enclose the grounds around the premises.

The foregoing Works, with some trifling matters, will, when completed, exhaust the vote for the service stated.

	£	s.	d.
Expended—as per Return to Parliament.....	395	0	0
Since expended	1142	18	9
	<u>£1537</u>	<u>18</u>	<u>9</u>

For Alterations, Repairs, and Fittings to the Premises at the Cascades Pauper Establishment and House of Correction for Females, Hobart Town. Vote £600.

	£	s.	d.
Expended in alterations, repairs, and in fitting up portions of Building for Pauper Establishment, as per Return to Parliament of 27th July, 1863.....	281	4	8
Since expended	24	7	11
	<u>£305</u>	<u>12</u>	<u>7</u>

For Alterations, Repairs, and Fittings to the old Military Barracks, Launceston, to adapt the same for Occupation as a Pauper Establishment. Vote £400, and a Supplementary Vote of £139 9s. 4d.

Extensive repairs and alterations have been effected under the above head in re-shingling roofs and providing the following accommodation:—Cook-house, meat store, clothes store, mess-room, dormitories, wash-houses, coal-house, closets, and in laying on water and gas; also overseer's quarters, &c., and enclosing side boundary open to street.

The Works were carried out by this Department, under the immediate supervision of the Superintendent of Penal Establishments, Launceston, partly by free, and partly by prison labour.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868.....	256	6	5
Since expended	283	2	11
	<u>£539</u>	<u>9</u>	<u>4</u>

For laying down Water Pipes and Fire Plugs to the several Public Buildings in Hobart Town and Launceston. Vote £700.

In addition to the Fire Plugs with main and connecting pipes laid down at the several Public Buildings and Institutions, Hobart Town, at a cost of £518 12s. 8d., as reported in last Return; the following have been fixed at Launceston:—4 at General Hospital; 4 at Gaol and Penitentiary; 1 at Bonded Warehouse and Customs Buildings, at a cost of £151 2s. 8d.

	£	s.	d.
Expended—as per Return to Parliament of 27th July, 1868.....	518	12	8
Since expended.....	177	12	8
	<u>£696</u>	<u>5</u>	<u>4</u>

For Buildings for Watch-houses and for the use of the Police throughout the Colony, 31 Vict. No. 24. Vote £1000.—32 Vict. No. 22. Vote £1000.

The following buildings have been erected out of the sums provided under the above heads of service:—

Watch-house, George Town Road, about eight miles from Launceston, under tender of George Wright, at £156. This is a wooden-framed building, consisting of two rooms 14ft. × 12ft., ward 14ft. × 12ft., and two cells 10ft. × 5ft. 7½in. The reserve was fenced under a tender of Thomas Taylor, at £16 17s. 6d.

Watch-houses similar to the above at Ulverstone (River Leven) and Kentish Plains, under tender of Messrs. Phillips and Raunsley, at £399 17s. 3d. for both buildings, including fencing.

On the Crown Reserve at Ironstone Creek, Huon District, a weather-boarded building of three rooms, one 16ft. × 12ft., one 12ft. × 12ft., and one 12ft. × 6ft., and cell 11ft. 6in. × 6ft., under tender of Herman Busch, at £95; and for fencing, &c. £7 3s. 9d.

Watch-house Leslie, New Huon Road.

The tender of Thomas Durey was accepted for clearing Police Reserve and grubbing site, at £10; and for fencing at 4s. 9d. per rod.

A plan was prepared of a wooden-framed building to consist of one room 12ft. × 12ft., one ditto 12ft. × 10ft., and two cells 12ft. × 4ft. 3in., and front verandah, with enclosed inner yard, &c.

Timber that had been obtained from Port Arthur for military huts was made available for this building, and with doors, windows, &c. was prepared at Hobart, and tenders invited for its erection on the above site, including the levelling of same, and putting in freestone foundations. That of Thomas Durey was accepted at £88 10s.

New Police Court, Torquay.

Tenders were invited in November, 1868, for the erection of new Court House, over all 48ft. 6in. × 24ft. and 16ft. high, at Torquay, with front verandah 8ft. wide the entire length of building, and affording the following accommodation:—Magistrates' retiring room, 12ft. × 11ft. 8½in.; Clerk's room 12ft. × 11ft. 8½in., with private entrance and access from verandah to Court, which is 36ft. 6in. × 24ft. 15ft. 6in. being railed off for the public.

Messrs. Humphreys and Roe's tender at £472 15s. was accepted, and the work is reported as having been satisfactorily completed.

Authority for fittings to the extent of £27 10s. has been obtained.

Scottsdale.

Police Buildings, consisting of two rooms 14ft. × 12ft., ward 14ft. × 12ft., and two cells 10ft. × 5ft. 7½in., are in course of erection at Scottsdale, under the tender of Messrs. Rutherford and Gill, at £138.

	£	s.	d.
Expended as per return to Parliament of 27th July, 1868.....	288	15	8
Since expended.....	1077	6	5
	<u>£1366</u>	<u>2</u>	<u>1</u>
Municipality of Westbury.—Add Grant in aid of Police Buildings, Carriek, sent by Treasury to this Office for record.....	336	0	0
	<u>£1702</u>	<u>2</u>	<u>1</u>

Existing contracts and claims will absorb the unexpended balance of £297 17s. 11d. on foot of Vote.

*For cutting Tracks through Crown Lands with the view of rendering them available for Settlement.
Vote £2000.*

Expended in cutting Tracks in the Huon District, Sandfly Basin, the River Arve, and Dickenson's Creek.

Ditto in Devon.

In clearing road and making same passable for horse traffic, a distance of 21 miles from the Pine Road west of Penguin Creek.

Ditto in Dorset, Brid, and Forester.

	£	s.	d.
<i>Vide</i> Return to Parliament of 27th July, 1868.	650	15	5
Since expended through this Department in clearing and cutting Track Sandfly Basin by men in charge of a competent bushman; balance of Thomas Durey's Contract for 2½ miles of 15 feet track and 4 feet cutting Sandfly Basin; balance of James Kelly's Contract clearing tracks Brid and Forester Rivers; clearing tracks to George's Plains.	122	3	3
	£772	18	8
Expended as per Treasury payments by and through Survey Department, <i>vide</i> Appendix.	571	8	8
	£1344	7	4

32 VICT. No. 22.

For the Bonding Warehouse, Hobart Town. Vote £2400.

On the 2nd May, 1859, this Department reported that the Imperial Establishments had been reduced to a minimum,—that the store-house accommodation required by the Commissariat must be trifling as compared with previous years, and suggested the desirability of a conference with the Board of Officers having the management of Imperial matters in order to ascertain the practicability of providing for their wants at the Ordnance, and obtaining a transfer to the Colony of the old Commissariat Stores fronting on Macquarie-street and Wharf, which from their size and equally eligible position render them well adapted for a Bonding Warehouse.

Negotiations were entered upon, and on the 26th of November, 1863, the Collector of Customs and Director of Public Works were instructed to report on the Assistant-Commissary-General's letter, D. 371, as to the fitness of the building for the purpose above stated. On 5th of December they furnished a full reply, setting forth that the entire range of buildings could be adapted to a Bonding Warehouse, and that the accommodation they were capable of affording fully bore out previous representations.

On the 12th January, 1869, the Government instructed an Officer of this Department to attend at the Old Treasury Buildings on the following day to receive from the Commanding Royal Engineer the keys, and to take over possession on the part of the Colony.

On the 13th possession was so taken.

On 22nd February, particulars as to stripping, strengthening, and slating the roof of the large store fronting on the Wharf were furnished to the Treasurer, who went over the entire range of buildings; and plans and specification were prepared, and tenders invited for this part of the service. On the 19th of March the following were received:—

	£	s.	d.		£	s.	d.
Mr. William Ware.....	309	0	0	Mr. Edward Ford	258	0	0
Mr. Geo. S. Seabrook	297	0	0	Mr. John Read.....	247	10	0

Mr. Read reports the portion of the Work under his Contract as completed, and has rendered his claim, which has to be adjusted and submitted for the decision of the Government before final payment, owing to deviations from the Contract, and not having completed the same within the specified time.

The Works throughout the interior of this Store, No. 1, are in course of performance by prison labour, in charge of a free mechanic,—taking down defective brick piers, and putting in large wooden storey-posts in cellars, raising and making good the floor, and regulating supports on the several floors, building up with brick large openings in walls fronting on wharfs, putting in drains, and cleaning down and colouring walls and repairing floors, &c.

Tenders have been invited, to be received on the 31st instant, for taking off roof of old building fronting on Macquarie-street, and for alterations and repairs to same. Also for the erection of an additional

Store of two floors, length 99 feet, width 26 feet, height 23 feet, with a verandah for gauging purposes 99 feet by 14 feet, in accordance with the plans and specification defining the work.

When these alterations and additions are completed the stores will be available for the reception of bonded goods.

Expended £ s. d.
102 16 6

For the Ordnance Stores, Hobart Town. Vote £1000.

The amount stated was provided to enable the Commissariat to fit up offices, and provide accommodation for the Department at the Ordnance Stores, in lieu of the Old Treasury Buildings and Stores given up to the Colonial Government.

The sum handed over to the Commissariat and expended, for the purposes stated through the Royal Engineers, is, as per record in Books of Colonial Treasurer, £1000.

For the Court House, Launceston. Vote £500.

Sketch drawings were prepared in February last of projected alterations so as to keep within the limits of the above vote. These have been abandoned, and measurements and sections of the old building taken, and new drawings prepared with the view of affording additional accommodation for the Jury and the public.

The existing galleries are to be taken down, and new fittings provided for Court House. The drainage is to be improved, the old cesspools filled up, and self-acting closets substituted; new sashes to be put in with plate glass windows; the external walls to be stuccoed in cement. It is also proposed to strip the present roof, strengthen and slate same, and put in new lead gutters, &c.

The extra expense of making these alterations and additions will require to be provided for.

Expended £17 10s. 0d.

Opening up Roads, &c., between the Rivers Mersey and Leven.

Under Resolution of Parliament.

The tender of Mr. J. M. Dooley to lay out and clear a good line of track, 10 feet wide, to Gunn's Plains and make it passable for horse traffic, gradients not to exceed 1 in 10 to 1 in 12, at £12 per mile; also for cutting tracks through Castra, and to good land south of Dooley's Plains, of a like width and gradient, and passable for horse traffic, at £10 per mile, was accepted in February, 1868: the extent of tracks not to exceed 30 miles. Authority was also obtained in August, 1868, for additional 15 miles of tracks, Castra and Gunn's Plains, at £10 per mile.

Mr. Dooley has rendered his claim at £452 17s. 3d. and £5 5s. for this work, less £250 paid on account in 1868; but, owing to a difference of opinion between Mr. Dooley and this Department as to the manner in which the work has been carried out, no certificate has been given to Mr. Dooley entitling him to final payment.

For constructing Roads and Bridges in the Agricultural Area, District of George's Bay.

In May last, owing to the number of settlers that had taken up land in the Agricultural Area of George's Bay, the Hon. the Treasurer directed an Officer of this Department to proceed to George's Bay Settlement, in order to examine and report on works proposed to be carried out in the clearing and forming of Roads and erecting Bridges, &c.

On the 1st June tenders were invited for the service, and on the 9th July John M'Bean's tenders for clearing and forming road for a distance of 4½ miles at £135, and for extra culverts at £2 10s. each for large and £2 5s. each for small ones; also for erecting a Bridge over the River Groom, and a Bridge over George's River, at £145 for the two, were accepted; and the works are to be completed by the 15th of December next; the cost to form a charge against the sum of £1000, authorised by the Governor in Council to be raised by Debentures for this service.

Expended £28 5s. 0d.

Waterhouse Reefs and Gold Field.

On the 19th July this Department, under the instructions of the Government, directed the Overseer on the Works at Bridport to examine the Tomahawk and Brid Rivers, and to afford information as to their adaptation as a port of shipment, having regard to depths of water, shelter, ease of access, &c. with a view to the erection of a Landing Jetty. Mr. C. Gould, who was then at Waterhouse, having been requested to aid and advise.

On the 5th August, the Overseer reported that he had examined the Tomahawk River, both during high and low water, and that at low tide there is not more than one foot on the bar, the channel being very narrow at its entrance. At high water the depth is 5 feet 6 inches on the bar: about 10 chains from the mouth is a good landing place, and where vessels would lie there would be a depth of 4 feet at low water in a basin formed by the current, at high water, 8 feet 6 inches. The road from this point to the Waterhouse Diggings is 12 miles.

At Bridport, the Great Forester was measured at low and high water, 100 yards below its junction with the Brid. The depth at low water was 2 feet, at high water 8 feet 6 inches, and the same depth at the bar.

It was recommended that the Jetty be erected at the latter place, owing to the greater depth of water, better access, and anchorage where vessels from 40 to 45 tons burthen could lie inside the bar well sheltered and in safety, besides the advantage of vessels having cargo for the Diggings being also able to land goods for the settlers at Bridport, Scottsdale, and Ringarooma, with the prospect of getting return cargo. Distance from Jetty to Waterhouse Diggings, 13 miles. Tenders were invited, and have been received, for the erection of the Jetty at Bridport, but none have been, as yet, accepted, pending the receipt of further information.

FRANCIS BUTLER, *Director of Public Works.*

24th August, 1869.

SUMMARY of Expenditure on the under-mentioned Works to 24th August, 1869, under Public Works Acts.

HEADS OF SERVICE.	AMOUNTS.	TOTAL.
<i>Under 29 Vict. Nos. 1 and 2 of 1865.</i>	£ s. d.	£ s. d.
The Patersonia, Bridport, and Ringarooma Roads	15,963 14 0	
Part of Direct Huon Road from Hobart to Leslie	15,167 10 5	
The Government Road through to Franklin, Huon	2159 11 7	
West Tamar Road	1009 3 0	
Road from West Tamar to Green's Creek	1922 18 7	
Road from Cambridge to Bluff Ferry	1951 19 4	
Bridge over River Forth	1999 19 1	
Bridge over River Leven	3670 6 2	
Bridge over Prosser's River	2052 11 11	
Ulverstone Tramway, running southerly	1465 5 10	
North West Bay and Sandfly Tramway	934 19 11	
Port Cygnet Tramway	4619 13 6	
Tramway leading from Southport towards Port Esperance	2551 3 6	
Tramway leading from Port Esperance towards Southport	23 15 0	
Dover and Walpole Tramway, Port Esperance	1913 11 6	
Franklin Tramway	490 9 4	
River Cam Tramway	104 11 9	
		58,001 4 5
Completion of Sorell Causeway under 29 Vict. Nos. 1 and 2, to 24th August, 1869	3323 15 0	3323 15 0
		61,324 19 5
Sorell Causeway, under old Acts, to 24th August, 1869	—	6476 0 0
<i>Under 31 Vict. No. 23.</i>		
For completion of the Direct Huon Road, from Hobart Town to Leslie, Victoria, and Port Cygnet	12,249 18 8	
For the construction of a Horse-track from Surges Bay to Port Esperance	389 7 3	
For the construction of a Bridge over the Port Esperance River	348 12 0	
For the construction of a road from the River Leven to the River Blythe	1950 1 10	
For constructing Bridges and clearing Tracks between Table Cape, Circular Head, and the Duck River	3220 11 2	
For Road from Ulverstone to Dooley's and Gunn's Plains	4165 19 5	
For Road from Elizabeth Town to Latrobe	164 6 0	
		22,488 16 4
<i>Under 31 Vict. No. 24.</i>		
For new buildings, and the purchase of premises for the Asylum, New Norfolk	1537 18 9	
For alterations, repairs, and fittings to the premises at the Cascades Pauper Establishment, and House of Correction for Females, Hobart Town	305 12 7	
For alterations, repairs, and fittings to the old Military Barracks, Launceston, to adapt the same for occupation as a Pauper Establishment	539 9 4	
For laying down Water Pipes and Fire Plugs to the several buildings in Hobart Town and Launceston	696 5 4	
For buildings for Watch-houses, and for the use of the Police, &c. throughout the Colony	1000 0 0	
For cutting Tracks through Crown Lands, with the view of rendering them available for settlement, through Public Works Department	772 18 8	
Ditto, ditto through Survey Department, as per details in Appendix	571 8 8	
		5423 13 4
<i>Under 32 Vict. No. 22.</i>		
For the Bonding Warehouse, Hobart Town	102 16 6	
For the Ordnance Stores, Hobart Town, paid by Treasury to Commissariat Department	1000 0 0	
For Police Buildings throughout the Colony, (including Grant in aid to Westbury)	702 2 1	
For the Court House, Launceston	17 10 0	
		1822 8 7

TOTAL Expenditure to 24th August, 1869.

	£	s.	d.	£	s.	d.
Under Act 29 Vict. Nos. 1 and 2.....	58,001	4	5			
Sorell Causeway, under ditto	3323	15	0			
	<hr/>			61,324	19	5
Sorell Causeway, under old Acts	—			6476	0	0
Under 31 Vict. No. 23, Public Works and Building Acts.	—			22,488	16	4
Under 31 Vict. No. 24, ditto	—			5423	13	4
Under 32 Vict. No. 22, ditto	—			1822	8	7
				<hr/>		
				£97,535	17	8
				<hr/>		

Deposit forfeited and paid into Treasury, Inglis and Big Creek Bridges, Messrs. Peart & Son, £100.

FRANCIS BUTLER, *Director of Public Works.*

24th August, 1869.

For details of expenditure *vide* Appendix.—F. B.