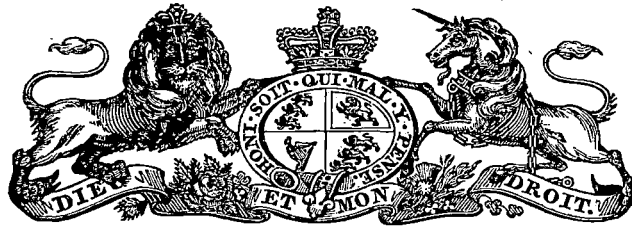


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PARLIAMENT OF TASMANIA.

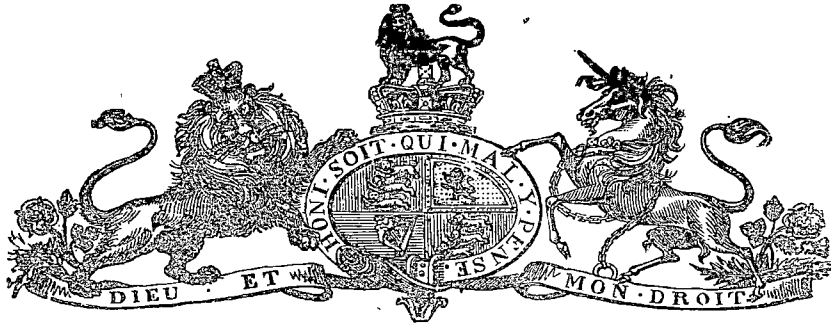
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PUBLIC WORKS:

REPORT OF ENGINEER-IN-CHIEF (INCLUDING REPORT  
OF GOVERNMENT ARCHITECT).

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Presented to both Houses of Parliament by His Excellency's Command.



Hobart, 1st August, 1891.

SIR,

I HAVE the honor to submit my Annual Report on Public Works for the year ending 31st May, 1891, in continuation of Paper No. 53, House of Assembly, 1890.

### RAILWAYS.

#### *Green Ponds Line.*

This line, from Brighton to Apsley (26 miles), was opened on 22nd April last, the original contract time, 1st March, 1890, being afterwards extended to 1st September, 1890, to allow for the better class of line constructed; although the increased work actually done, as shown by final returns, made it evident that from two to three months should have been ample.

There are no engineering difficulties of any kind on the line worth noting, and the long grade for surmounting "Constitution Hill" is not worse than that leading to Tunnel on the Main Line.

I am unable to report final cost until settlement is made with contractors; this matter is in abeyance owing to the enormous claims made, which I have declined to recognise to extent of nearly £40,000.

I am confident that when accounts are finally made up for this line it will come out very favourably as regards estimated cost.

#### *Sorell Line.*

Steady progress has been made, but there is a great scarcity of labour owing to the attraction of the West Coast, and in consideration of this the contractor has been allowed an extension of time.

The work is well done; earthworks are completed to 9 miles; all bridges and culverts completed to 12½ miles; side walls built in tunnel, and arch commenced; platelaying has been done nearly up to tunnel (3½ miles), and the piling for Bellerive Jetty is in hand.

#### *Zeehan Line.*

The progress has been less than was anticipated, and less than it should have been under the special urgency of the case; while the original contract time as extended from 1st December, 1890, to 1st June, 1891, will probably be exceeded by from six to seven months, and line not be opened until beginning of next year.

It is evident that the original time allowed would have been quite insufficient for any contractor if viewed in the light of actual experience of the country, the difficulties in transport of plant and provisions, strikes, and the drain always going on towards the mines and Zeehan from labour imported for the railway works; moreover, the last summer was an exceptionally wet one, preventing the desired push being made, and leaving the ground as rotten as it is all winter, so that even plant had to be carried forward by relays of manual labour owing to impassability of ground for horse traffic.

Rails are laid for about 20 miles. Earthworks of all kinds to be done amount to 105,000 cubic yards. The Little Henty River bridge and some minor bridges and culverts and the Zeehan yard have also to be done.

The junction has been arranged with the Dundas and Zeehan Railway at Zeehan Station, and a proposal has been made for junction with Grubb Co.'s Tramway at same place.

A station will be provided at the proposed smelting works near Little Henty bridge, and will receive traffic from the projected Oceana Tramway and the New Dundas Tramway.

Provision has been made for a future station at about 13 miles from Strahan, and a siding has been laid in at 10 miles for the agricultural settlement along the Great Henty River.

With the cordial assistance of the Secretary of Mines, good spacious sites have been secured for the station yards at Zeehan and Strahan, that will allow amply for extensive future requirements; but as no good site for wharves or jetties was considered to be available close to Strahan yard without being too much exposed, a branch wharf line was run round to the sheltered bay where the town first started, and in accordance with petitions from the shipping interest.

A wharf has been erected here which is about to be further extended some 200 feet, and all is laid out to admit of almost unlimited extension westwards or eastwards round head of bay.

I estimate that a further sum of £63,000 must be provided for work, as under :—

New Items.		£
Surveys for new route.....		2200
Wharf line and wharves.....		10,000
Workmen's cottages.....		4000
Machinery for shops.....		1638
Also for		
Excess of tender over estimate (abandoned line).....		15,238
Excess cost rails and fastenings.....		6836
Omitted last vote.....		6000
Completion contract new line.....		17,088
		<u>£63,000</u>

*General Cost of Railways.*

The average total cost per mile for all items chargeable to capital account and inclusive of all additions to date since opening (excluding original broad-gauge line to Deloraine) has been £6334 per mile.

RAILWAY SURVEYS.—PARLIAMENTARY.

*Waratah to Zeehan.*

This work is being carried out in two sections—from Waratah and Zeehan respectively. The Waratah section commences at Rouse's Camp on Emu Bay and Mt. Bischoff Railway, crosses the table lands for  $3\frac{1}{2}$  miles to head of Coldstream River, then follows the eastern branch of same to the Huskisson River, and down this to the Macintosh, which is crossed just above its junction with the Huskisson; the two rivers when joined forming the Pieman River.

For five miles the line passes through fairly open scrub and plain, then for two miles through ordinary myrtle forest, and afterwards through heavy forest and patches of "horizontal," all on steep sideling.

The general nature of the country is basaltic, changing here and there to slate. The grades so far as laid out are fairly good, only one and a half miles being steep, because of the rapid fall of the Coldstream River over that distance.

Zeehan section.—Between Zeehan and the Pieman Valley is a dividing range crossing the route of line, and forming the watershed between the Pieman and Henty waters. There are two gaps or saddles in this range, both at about the same level of 450 feet above Zeehan, and some three miles apart.

The first trial line surveyed passed through the western gap. Starting from terminus of Strahan-Zeehan Railway it followed a valley with a bold circular sweep westwards for some six or seven miles under a ridge rising some 300 feet above the valley; thence eastwards through the Stella Co.'s section to Sophia Creek (Argent River) and thence to the Macintosh River and junction with the Waratah section (about 16 miles); but the circuitous route, the number of tributary streams crossed on steep sideling, and the heavy work on steep grade and sharp curves, led to its abandonment in favour of an eastern route.

The line through the eastern gap is much more direct, but requires a tunnel some 30 chains long under the gap; the tunnel, however, will allow of easier grades and curves. This section starts from a junction with the Dundas and Zeehan Railway now constructing at about four miles from Zeehan, then passes through the Nevada Co.'s sections to the "gap" (near Hunter's, Iles', and McCauley's sections), and thence to junction with Western route on the Argent River, which it follows to the Macintosh River,—the bridge over which will be an expensive item.

It is expected that the line will be about 49 miles long, of which some 33 miles are definitely located.

The work has been seriously checked by bad weather and the difficulty in keeping labour, even at high prices paid; but there has nevertheless been a large amount of work done, as shown by statement below; viz.—

	Miles.
Preliminary explorations.....	131
Ditto traverse.....	21
Ditto levels.....	8
Trial survey.....	46½
Trial section.....	32½
Check levelling.....	26
Cross levels.....	50
Marked permanently.....	5
Tracks cut to camps.....	17

The work is under general superintendence of Mr. C. K. Sheard, with Mr. G. E. Cook in charge of Waratah section, and Mr. W. R. Sale in charge of Zeehan section.

#### *Mole Creek and Zeehan.*

Leaving the Mole Creek terminus, this line goes as directly as practicable to Liena, on River Mersey, 10½ miles out; from thence it follows the eastern bank of the Mersey River for about eight miles to proposed bridge crossing close to junction of the principal Fisher River with the Mersey, and thence by the western bank all the way until the valley is left by an outlet formed by a river, not shown on maps, and lying west of north end of Rugged Mountains. This river, from its turbulent nature and the number of falls, has received the native name of Wurragara (to leap). After heading the valley of this river the general direction is west to Mt. Pelion, round the slopes of which it will run in a horse-shoe shape. Mt. Pelion is 50 miles from Mole Creek; and winter having set in by the time the advance party reached there, the getting up of supplies proved to be a matter of great difficulty owing to swollen rivers and distance to be travelled,—indeed, during the last week the party were reduced to biscuits alone for food; and as the increasing distances from any settlement was likely to increase these difficulties, it was decided to leave one party to follow up the exploration work between Mole Creek and Mt. Pelion while the advance party commenced at the Zeehan end of line. This was done; and after preliminary trials made in different directions I decided to adopt a proposal submitted for junction with Dundas end of Dundas and Zeehan Railway; the traverse is now being run round Mt. Dundas to head waters of Great Henty; the line will go then somewhere between Lakes Julia and Rolleston, and thence to Mt. Pelion on a route yet to be fixed.

The Ouse Line will join somewhere in the neighbourhood of the lakes above mentioned according to present information.

The gradients for 26 miles from Mole Creek are favourable; from this point the main incline which takes the line out of the valley of the Mersey by a sideling some 11 miles long, begins—grade 1 in 44, with level portions of 15 to 20 chains at intervals of two miles or so.

From the summit of this incline for some 12 miles to Mt. Pelion the line will skirt edge of a series of open plains with level grade to head of east branch of River Forth, and then on an average grade of 1 in 66 to the saddle in the Great Dividing Range at foot of Mt. Pelion, at an elevation of 2800 feet above Mole Creek, or 3300 feet above the sea.

By the time this plain is reached the reports state that the eucalyptus has been left behind, and pine forests exist here and there, while the scenery is described as of surpassing grandeur.

Good rich agricultural land is said to exist for miles along the Mersey River above Liena, as well as on the flats by the Fisher and Arm Rivers, and south end of latter.

Work done to date as follows:—

	Miles.
Preliminary explorations (abandoned 38, adopted 77).....	115
Trial survey (abandoned 17, adopted 57).....	74
Trial section.....	67½
Check levelling.....	10½
Cross levels.....	67½
Permanent work survey.....	33
Ditto section.....	33
Ditto cross levels.....	33
Bridge over Arm River, and 15 miles of pack-track.	

So far there are no extraordinary works required. The bridges are moderate in extent, and a few tunnels of a few chains each only being required, while the work along the main incline out

of the Mersey is said to be very light. I have no information as to the through distance from Mole Creek to end of Dundas Tramway, but think it likely to come to nearly 100 miles, as Mt. Pelion is not reached under 50 miles.

The chief charge of the work has been with Mr. Allan Stewart, who is now at Zeehan, Mr. W. H. Scott being engaged working towards Mt. Pelion from Mole Creek; with them are associated Messrs. Roehricht and Hiller as assistant engineers.

Pioneer bushmen were employed in advance of engineers, but their work proved of little use except for pack track purposes, and very indifferently so for these even; while, as soon as real difficulty commenced, they differed and abandoned the work.

#### *Ouse and Zeehan.*

Pioneer work was first undertaken, and an exploration made from the Ouse up the valley of the Derwent to King William Mount around same, heading the Surprise River to get down into Franklin Valley, and thence in general direction of old Track *via* Collingwood and Mt. Lyell towards the Strahan-Zeehan Railway near the Great Henty River.

This route, however, from the Derwent crossing westwards was abandoned after testing by the Engineers.

The survey was then divided into two sections, Eastern and Western, to work from a common point near the Iron Store, Mt. Arrowsmith.

#### The Eastern Section,

after crossing a button-grass plain, passes over a spur of Mt. King William, covered with myrtle forest, thence along slope of "Murdering Tier" down the Guelph River to the Derwent, thence through the so-called "Gorge" on a rough rocky sideling formed by a spur of Mt. Hobhouse, round the western bend into level country with good land up to head of Lassie Creek (a tributary of Derwent, between the eastern and western bends). Rounding the eastern bend the line is on a steep sideling; high above the Derwent, through heavy timber, scrub, and boulders. The survey joins the Pioneer line at Counsel River, and generally follows such line to the Ouse, crossing the Derwent a mile or so above the Nive junction,—crossing Nive about a mile up, and Black Bob's River between two and three miles up same, thence to Dee River and Ouse.

Traces of gold in quartz were found in the forest in places. There is good grass reported at mouth of Guelph River, and land along Rufus River as fit for sheep.

The work done on Eastern Section consists of:—

	Miles.
Preliminary exploration.....	45
Trial survey.....	14½
Trial section.....	14½
Permanent staking.....	13¾
Ditto levelling.....	13¾
Ditto check levels.....	13¾
Ditto cross levels.....	13¾
Traversing.....	11½

This work is under the charge of Mr. H. Single, with Mr. H. A. Bligh as assistant.

#### The Western Section

was first explored along the Cuvier Valley and round east slopes of Mts. Manfred and Byron, and also along the western slopes of Mts. Hugel and Rufus, and, eventually, a line was fixed upon to east of Mts. Rufus and Hugel along the Cuvier Valley and Petrarch Saddle to south of Gould's Sugar Loaf and head of Alma River, some 20½ miles from Iron Store. Line has been permanently fixed and surveyed to that point, and a flying examination made from thence through to Zeehan, keeping as much as possible along the watershed.

The result of this, as reported by the Engineer, is that from Gould's Sugar Loaf the line will pass to Sugar Loaf Saddle at about 22 miles, with no work but light sideling cutting; thence for seven miles it will follow the north slope of Scott's Range with light sideling cutting to the Pyramid Saddle, connecting Scott's and Eldon Range, thence by southern slope of Eldon Range to Eldon Saddle; from here the line will head Sir Roderick's Valley, go through an intervening spur into the Murchison Valley, thence along the Murchison Range to a saddle at head of King River, thence by west side of Lake Rolleston to a low saddle forming a divide between Henty waters and branch of Murchison River

From the summit at Petrarch Saddle the Engineer reports that he will probably obtain a general and nearly uniform decline throughout the line until the Henty Saddle is reached, with possibly a ruling grade of about 1 in 100.

The curves, from the bold and well defined features of the country, are likely to be easy.

Three tunnels are likely to be required, of ten, twenty-five, and seven chains long respectively.

The earthworks as a whole will generally be light. Gum-topped stringy-bark, peppermint, and red myrtle timber is growing in different parts along the line, as well as celery-top pine, and, as an illustration of the durability of this timber, the Engineer found moss-grown logs underlying a mass of logs of other timber, all quite rotten, while the celery pine, except for a thin shell outside, was quite sound and of great strength. There is also the so-called "black gum."

With regard to the geology, the Engineer reports:—"The geological formation for the first 40 miles of the Western Section of this line is almost entirely Palæozoic beds at the lower levels, giving large quantities of 'Spirifex' and 'Fenestella'; these beds are on the slopes of the hills, covered by sandstone, which is again capped by the overflow of the intruded greenstone, the heat of which intrusion has completely metamorphosed the adjacent sedimentary rocks, so that in many places the horizontally bedded mudstones of the Palæozoic rocks are of so crystalline a structure as to resemble basalt, though their distinguishing fossils can still be found in them. After 40 miles are traversed the mica schists show in great force, with huge quartz and quartzite veins traversing them on their lines of stratification, which are tilted at a high angle of 70° to 75°, the strike being generally about N. 30° W. These continue to about 60 miles, when the true Upper Silurian series come in, though much of this is hidden by a conformable layer of a kind of conglomerate which resembles masses of variously coloured quartz pebbles, mostly waterworn, embedded in hard, lava-like, grey porphyritic material that seems to me to be coeval with the greenstone, and to have overflowed at the time of the intrusion of the greenstone; fine, soft, metalliferous Silurian slates being found underneath this overflow."

The work done on Western Section consists of—

	Miles.
Preliminary exploration .....	about 120
Permanent survey .....	20½
Ditto section.....	20½

And, in addition, a great number of miles of trial section and cross levels.

The distance from Ouse to Zeehan will be between 110 and 120 miles.

With regard to this survey, as well as those from Waratah and Mole Creek, I desire to point out that both distances and cost were necessarily assumed without any guiding data, and that something like double the amount must be provided for securing good results from the expenditure. The country is too broken and timbered for a rough survey to be of any value or guide at all—it would be simply throwing money away. I therefore advise you to have all the work done to form an accurate reliable base for any future contract survey, and for fixing position of various streams, rivers, and hills for assistance of the Crown Lands Department, and thus to do all that would give sufficiently near results for approximate estimates, while omitting the close elaborate details necessary in contract work.

## CONTRACT SURVEYS.

### *Parattah to Tunnack.*

The original Parliamentary survey left Parattah station in a northerly direction, and, as this involved possible inconvenience in working direct between Oatlands and Tunnack, I had preliminary surveys made with a view of running direct through to Oatlands by approaching Parattah from south side, with the result that the line was found to be practicable, and with no more difficult works than on former line; but as the General manager saw no objection to a northern junction, the route as submitted to Parliament was adhered to for contract survey.

This has now been completed—length, 11 miles 25 chains, with long grades, principally of 1 in 50, rising from each end to a dividing range 315 feet above Parattah and 271 feet above Tunnack.

In view of any extension from Tunnack eastwards, increased future traffic of the line, and the exceedingly small advantage likely to be gained by going over this long hill, I decided to obtain for your information particulars of another route which, I submit, is the most advisable for any connection by railway with Tunnack and the district beyond.

This route is by Rumney's Huts to a junction with Jericho Road Station, 7½ miles, or, if continued on to Parattah alongside the Main Line, only 11 miles 15 chains, or rather shorter than

survey over the hill by Mt. Seymour; work is inexpensive, grades at same rate, while the summit level to be surmounted is less by 130 feet.

This work has been under the charge of Mr. E. Westgarth.

*Glenora to Ouse via Ellendale.*

This deviation commences at  $1\frac{1}{2}$  miles from Glenora Station on the direct route, and, proceeding up the Russell Falls valley, crosses the river at  $5\frac{1}{2}$  miles from Glenora (a station being provided close to river for the Tyenna district); from thence by a line almost straight Fentonbury is reached at  $7\frac{1}{2}$  miles; from this point, by a circular contour line, the summit of the range is reached at  $11\frac{1}{2}$  miles, at a level of 944 feet above the sea, and 637 feet above Glenora Station. At Ellendale,  $13\frac{1}{2}$  miles from Glenora, the line falls to 764 feet; from thence, following the valley of Jones' River, it crosses the Derwent at  $19\frac{1}{2}$  miles, at a level of 240 feet above the sea; from thence it forms a junction with the direct route, near Lawrenny gate, at  $21\frac{1}{2}$  miles from Glenora.

From commencement of deviation to the crossing of Russell Falls River, at  $5\frac{1}{2}$  miles, the works will be light. The river will be spanned by a bridge of an ordinary type and of no extent. From Russell Falls River to the summit of the range, at  $11\frac{1}{2}$  miles, the line rises 654 feet, and heavy grades of 1 in 40, with a few intervals of easier grades, are adopted. On this portion of the line there will be some heavy earthworks.

From the summit to  $15\frac{1}{2}$  miles the works will be light, with long stretches of straight line; but as the country falls rapidly there will be several grades of 1 in 40, and from  $15\frac{1}{2}$  miles to  $16\frac{1}{2}$  miles there will be several short heavy cuttings and banks; from thence to the Derwent, at  $19\frac{1}{2}$  miles, the earthworks will be light, with few and easy curves. The bridge across the Derwent will be about 30 feet above the high-water mark; but as the river is not deep at the bridge site, and the current is moderate at ordinary water-level, there will not be any special difficulty in its construction.

From the Derwent to the termination of the deviation at  $21\frac{1}{2}$  miles the works will be light, with the exception of about half a mile along the cliffs overhanging the Derwent, where some heavy cuttings on sidelong ground and a deep bank will have to be made.

The relative heights above the sea level are as follows:—

	Feet.
At Glenora Station .....	207
Commencement of deviation, $1\frac{1}{2}$ miles from Glenora Station.....	218
Russell Falls River, $5\frac{1}{2}$ miles ditto .....	290
Fentonbury, $7\frac{1}{2}$ miles ditto.....	496
Summit of range, $11\frac{1}{2}$ miles ditto.....	944
Ellendale, $13\frac{1}{2}$ miles ditto.....	764
Derwent River, $19\frac{1}{2}$ miles ditto .....	240
Junction with direct route, $21\frac{1}{2}$ miles ditto .....	315
Ouse Station, 25m. 70c. 83l. ditto.....	297

The through length of line from Glenora to Ouse *via* Ellendale deviation is 25m. 70c. 83l., as against 21m. 5c. 80l. on the direct and fairly level line surveyed some time back.

This work has been under the charge of Mr. J. Griffith.

*Hobart to Huon.*

Preliminary explorations were made from Hobart *via* Brown's River, Longley, and Mountain River to Huonville; from Longley, *via* Roberts' Saddle and Sandfly Rivulet, to Huonville; from Huonville, *via* Franklin, to Geeveston and Arve Saddle.

The first trial survey was made through Roberts' Saddle and abandoned, as it required a long tunnel at an elevation of 1200 feet above sea-level. The extremely rough country and heavy timber caused expenditure of considerable time and trouble.

A trial survey was then made over Stubbin's Saddle through equally rough country; but this was also abandoned, as it required a tunnel  $1\frac{1}{2}$  miles long.

The next trial survey was through Vince's Saddle, and was adopted. It gave a tunnel 57 chains long, at an elevation of 980 feet above the sea-level. This survey was from the crossing of North West Bay River, over Main Road near *Longley Hotel*, recrossing near Mr. Coombe's, through the Saddle and down Fourteen-turn Creek to Main Road, and thence along same to Huonville. Over about 7 miles (or half of this length) not a move could be made without cutting a clearing; and the ground was so rough that it took nearly four months to accurately locate these seven miles, while the remaining  $6\frac{1}{2}$  miles were completed in 23 days.

A survey was then ordered *viâ* Port Cygnet, and a trial section was made commencing at Franklin, thence through Port Cygnet, up Nicholls' Rivulet Valley, over Nicholls' Saddle, through Oyster Cove, Snug, and Margate, to Brown's River; and in reference to this the Engineer in charge reports as follows:—

*Viâ Port Cygnet and Franklin.*

"This route is 35 miles 28 chains long from Brown's River to Franklin, and leaves the Vince's Saddle route at Baynton's Saddle, running down from there for about two miles on the limiting gradient, with easy works and alignment. The next three miles is very easy, and carries me to within two miles of the Snug River; in the next three miles the works are heavy, as are the alignment and gradients. From this point to Nicholls' Saddle, a distance of seven miles, the earthworks are exceedingly heavy, the whole country being on a steep sideling and intersected by deep and precipitous gullies, while the bush is of the densest and heaviest description. Nicholls' Saddle, which has a flat top of about 60 chains in width, is crossed at a height of 950 feet by an open cutting about 40 chains long, and averaging 20 feet deep. From the Saddle for  $6\frac{1}{2}$  miles towards Port Cygnet the alignments and gradients are at the limit, while the earthworks are the heaviest I have ever had to deal with, the country being a series of very deep gullies and sharp spurs, which necessitate viaducts in many places over 100 feet high, and several short tunnels on the limiting curves and grades. The whole of this country is also of the densest and heaviest bush. From this point to Port Cygnet, a distance of four miles, the country is easier, and I am not bound by the limit of either curves or grades, while the bush is of a more open character.

"From Port Cygnet to Balfé's Hill I follow the Main Road, on the north side along steep heavy sideling, with limiting grades and alignment and very heavy earthworks, crossing the saddle with a short cutting of about 35 feet deep. From here to the crossing of the Huon River at Stanton's Ferry, a distance of about  $3\frac{1}{4}$  miles, the gradients are on the limit, while the alignment and earthworks are moderate. The crossing of the Huon River from Stanton's Ferry to Franklin, touching Egg Island, necessitates a bridge of about 50 chains in length. As the channels on either side of Egg Island are navigable, at least one draw-opening would be necessary in the bridge. After reaching Franklin side of the Huon River the line runs parallel with the foreshore for a distance of half a mile, terminating near the court-house. The design of this line gives 60 chains of limiting gradient, with level benches of 8 chains in length.

"Owing to the great height that the gradient is above the valley of Nicholls' Rivulet and also Oyster Cove, the line would be utterly inaccessible to the residents of those localities, and, in view of this, I made a further trial with a 300 feet lower summit, the result of which was not at all satisfactory, as such a line would necessitate a tunnel of about  $1\frac{1}{2}$  miles, which, though relieving the Nicholls' Rivulet side, would not in any way benefit the Oyster Cove side.

"The line between Balfé's Hill and Port Cygnet was carried on the north side of the Main Road with the view of shortening the through distance, and saving as much height as possible for the up gradient to Nicholls' Saddle, and therefore the section is by no means a fair one as part of a branch line from Huonville to Port Cygnet, as a much easier route can be got on the south side of the road in such a case.

"Provision for station sites was made at Franklin, Port Cygnet, and Brown's River, while the level benches could be utilised where required."

This survey was an unexpected drain on the vote (which was intended from Hobart to Huonville as a central point) of nearly £900; but still it is satisfactory to state that it has been tried as fairly and carefully as the Vince's Saddle route, although, from its probable excessive cost, increased length of  $8\frac{1}{4}$  miles, and its being of benefit to Port Cygnet only (which can be reached by a branch from Huonville if required), it was abandoned, and permanent work started on the Vince's Saddle route, as to which the Engineer in charge further states:—

*Hobart to Huon, viâ Vince's Hill, Huonville, and Franklin.*

"The length of this route, from Brown's River to Huonville, is  $22\frac{1}{4}$  miles.

"For the first three miles the line runs through agricultural lands, showing small earthworks and moderate gradients; thence to Sandfly, a distance of five miles, and crossing North West Bay River at through chainage of about  $5\frac{1}{2}$  miles, the country is all hard rock, and, with the exception of Vigar's Gully and the river crossing, the works are very moderate, while the gradients and alignment in no case come up to the limit. From Sandfly to the tunnel, a distance of three miles, the works will be heavy, being mostly of rock and on a steep sidling, many of the curves and the gradients being up to the limit.

"After passing through the tunnel, which is at a height of 980 feet, and 57 chains long, I have  $2\frac{1}{2}$  miles of exceedingly heavy works, all on abrupt slopes and all rock, whilst the alignment and gradients are hard on the limit.

"From the tunnel to crossing of Blackfish Creek I am still on a heavy sidling, but with much easier works and curves. From Blackfish Creek to Huonville the earthworks, alignment, and gradients are easy.

"The whole of the country I have passed through, with the exception of the first three miles, is bush; about five or six miles being exceedingly heavy. The adopted design of this line gives a greatest length of limiting gradient of 45 chains with level benches from eight to ten chains long, which benches may be used for way-sidings. Provision has been made for station sites at Kingston, opposite Margate, at Sandfly, Vince's Saddle, Parson's, and Huonville.



"So far I have not carried this line beyond Huonville; but as the country is all easy, and the crossing of the Huon River simple, I do not anticipate that the works will be heavy and that the line will exceed the length of the present main road.

"On the portion of the line Brown's River toward Hobart I have made four trials round the Brown's River cliffs, but, as yet, no decision has been arrived at as to which shall be adopted; but in any case the works on this particular part will be heavy."

The total work done consists of—

	Miles.
Preliminary exploration.....	150
Trial survey.....	100½
Trial section.....	166
Fixed trial line.....	61

of which 55 miles were on limiting grades and curves through densest bush and steep sidings.

This work is under the charge of Mr. F. A. Cutten, with Mr. F. S. Grove as assistant.

#### *Emu Bay to Wynyard.*

This survey has been completed. It commences near the breakwater at Emu Bay, and ends in a central position on the township of Wynyard, from which extension westwards can readily be made. The length is 11¼ miles; works are moderate in extent, but a number of building properties will be affected, and a bridge will be required over the River Cam between present road-bridge and the mouth of river.

#### *Ulverstone to Emu Bay.*

A new survey is in hand to give effect to proposals for what is known as the "back" route over the hill at head of Myrtle Creek, in lieu of following the Coast line to the Penguin, and this more inland route is being followed all the way to Emu Bay, to avoid so much interference with the main road, and the numerous sea works that would be expensive both to construct and to maintain. Of course the more level grade is sacrificed to attain this, and the earthworks increased in extent, but the probable ultimate cost may not be greater.

The above two lines have been under the charge of Mr. C. K. Sheard, assisted by Messrs. Sale, Kerle, and Harwood.

#### *Ulverstone to Nietta.*

A portion of this line was surveyed, from Ulverstone to Sprent, some years ago, under a vote for a Parliamentary survey for a line to Castra, and terminated at the township of Sprent. To reach Nietta the dividing range between the Forth and Leven Rivers had to be surmounted.

The Sprent line was first explored and tested as a continuation *viâ* Blackwood Park to Nietta, and after considerable labour, owing to gullies and spurs crossing the route for several miles and heaps of fallen timber left by splitters all covered with dense scrub, the line was located as accurately and cheaply as practicable as far as Blackwood Park. The great probable cost beyond, and the insufficient funds for the survey generally, stopped further work in this direction.

Another route, known as the Gawler route, which follows the river of that name, was next tried, and proved shorter and more favourable as regards cost. This route is 15¼ miles long to Blackwood Park, as against 16 miles on other routes, and has been adopted for permanent survey.

A combination of the two routes above named, *viâ* Abbotsham, has also been surveyed.

This work has been under the general charge of Mr. C. K. Sheard, with Mr. W. E. C. Moss as assistant engineer.

#### *Scottsdale to Moorina.*

This survey is complete. The line will leave the route of the Scottsdale-Ringarooma survey a little to the east of Legerwood Creek near main road to Ringarooma; passing through good land and the Brankholm estates to the crossing of Brankholm line at 3¾ miles; thence to a station at Brankholm on river flat at 5 miles 10 chains, and a crossing of Ringarooma River there at the "Old Ford;" thence at back of township to Ruby Flat Road, and so on to the saddle dividing Brankholm from the Arba and Ormuz Companies' tin workings; thence falling into the Black Creek Valley, it follows main road and river flats to Derby at 10 miles; and thence by the valley of Ringarooma River (mostly a granite gorge) to Moorina. Total length, 16½ miles.

The work will be heavy in places, particularly from Derby to Moorina, and owing to windings of river there will be a series of curves. With the exception of one mile of 1 in 40, the most severe grades range from 1 in 42 to 1 in 50, but these are in short lengths.

This work has been under the charge of Mr. W. Duffy.

*Apsley to Bothwell.*

This survey is practically complete, and, after persevering efforts, the length has been reduced to  $12\frac{1}{4}$  miles as against some 16 miles of previous survey.

The greatest difficulties in the survey were upon the first half from Apsley, some thirty miles of trial section having to be taken to fix only six miles in the most advantageous location; the rise from Apsley in this six miles is largely on a 1 in 40 grade, broken for short lengths at intervals, and the total surmounted is 729 feet; from this summit into Bothwell there is a steady fall of 308 feet over the six miles.

The works on the first six miles will be heavy, curves sharp, and excavations chiefly in rock. The waterways are all small, none probably exceeding a 10-feet opening.

This survey is under the supervision of Mr. M. Cresswell, with Mr. G. C. Bernard as assistant engineer.

*Richmond Branch.*

This survey is complete, together with a survey for an alternative approach to Richmond; but the latter, although some half-mile the shorter of the two, has been abandoned on account of heavy work and the general interests not being so well served.

HARBOURS.

*River Tamar Improvements.*

Work of Marine Board during year has consisted almost wholly in dredging, by means of three Priestman dredges, and the lighters, to extent of about 217,000 tons, principally about Town Point, where a great improvement has been effected. A further quantity has been removed from front of old railway wharf in readiness for the projected new wharf. No. 2 dredge has been widening and deepening the northern entrance to the boat channel; part of the material consists of hard cemented sand and gravel.

The bulk of dredged material has been deposited on north end of old ship channel (the old boat channel being now in use for ships) at an entire cost of about 9*d.* per cubic yard.

The port of Launceston appears to have a tendency to silt up rather rapidly, and this is particularly the case at Town Point.

Work has been going on at Whirlpool Rock to the satisfaction of the Marine Board, and it is hoped that next season will complete it.

*Devonport.*

Under the Marine Board's direction, and with the assistance of the Ladder-dredge "Devonport," a channel 150 feet wide has been cut through the bar to the required depth; but as the quantity dredged is about double the cubical contents calculated from section, it would appear that a large amount of silting in goes on, which must be checked by the training wall proposed.

*Emu Bay Jetty and Breakwater.*

This work now extends for an average distance of 583 feet from end of old concrete pier, or an average of 735 feet from high-water mark, and operations have ceased. The local Marine Board will probably add any parapet or finish required to top surface. Additional space has been given for convenience of small craft, and shore end inside thereby strengthened in a solid manner.

The cost of this work done departmentally compares very favourably with that of similar work in New Zealand breakwaters, and the total expenditure has been £54,723 1*s.* 9*d.*—say £54,000, allowing credit for cement in hand.

*Wynyard New Harbour.*

This work is now completed as far as projected, and has been well executed.

*Stanley Harbour.*

A strong timber pier, with "T" head, is being built, to leave a depth of 17 feet at low water. This work will eventually be within the shelter of the breakwater.

With reference to the breakwater, the best position has been finally determined, and the men lately engaged at Emu Bay are now preparing a quarry; if it turns out that stones 15 to 20 tons' weight are not procurable in sufficient quantity the work will be carried out in concrete.

It is doubtful if it would not be far more advisable to carry out this work departmentally for security of work of so critical a nature, and certainly our experience at Emu Bay has proved that this course there was economical, while we have been more sure of every detail being made as secure as possible.

When the quarry is opened we shall be able to determine the nature and extent of plant required, which will be, however, in any case costly, in proportion to the size of the work, the ultimate cost of which may be set down at between £40,000 and £50,000 to be of any use at all.

### GENERAL.

During the year I have examined and reported, for the information of His Excellency the Governor in Council, upon the plans, specifications, and estimates of lighthouses, wharves, buildings, and other works carried out by the Hobart and other Marine Boards.

### ROADS AND BRIDGES.

The several works under the Main and Branch Roads and Bridges Construction Acts and Waste Lands Acts have made considerable progress during the year, the extent of gravelled or metalled road constructed being about 151 miles, while partial construction has been carried out, in addition, to extent of about 98 miles of forming and 68 miles of clearing.

The larger half of the work has been performed in the Southern division, the Inspector of which remarks as under:—

“In reference to the main roads maintained by the Local Main Road Boards, I desire to point out that some of these bodies are doing very good work, whilst others are doing the reverse; and I think it would be advisable if they availed themselves of the services of an Inspector to lay out the work for them.

“I also wish to bring under your notice that those roads which have ceased to be main roads (more particularly that between Hobart and Launceston) have been very much neglected, and not one shilling has been expended on many of them by the Local Road Trustees, who stoutly refuse to acknowledge them as under their control. Some action, I think, is necessary in these cases on the part of the Government.

“There is another matter to which I desire to draw attention,—viz., the larger bridges. These, I consider, should be maintained by the Government, as the local funds available are wholly inadequate for their repair, neither have the Trustees the requisite technical knowledge; consequently, bridges which have cost thousands of pounds are utterly neglected and going to ruin. I would therefore earnestly request that some provision be made for this service.”

Similar suggestions to those contained in last paragraph have also been brought under notice by Northern Inspector, and I have myself called attention to it years ago in giving evidence before committees and in other ways.

I think, moreover, that it is becoming evident that in some places the road construction is proceeding year after year at a rate that is beyond the power of the Road Trusts to maintain after construction. Consequently, with the larger bridges referred to above, these roads must go to pieces, and require shortly more or less re-construction.

The stone-crushers have been employed as before, that working in Latrobe district earning a handsome profit on the working.

The contract for the new bridge over the Derwent at Bridgewater has been let to Messrs. J. Wishart and Son to extent of funds in hand, and work will be carried out to suit future railway requirements. I trust that the balance of funds will be forthcoming, and new bridge now completed before the old one gives way.

The folly of the old system of laying out the reserved roads without engineering survey is daily brought to mind, and still costs the colony upwards of £1000 per annum, exclusive of compensation paid, while the improvements attainable for this price are often very partial, and much inferior to those that could have been gained originally.

Owing to their scattered nature and small size of works, the percentage for supervision is necessarily much higher than on the railways (about twice); but every effort is constantly made to keep down this expense, and one or two sub-districts have been lately formed with that end. The supervision, however, embraces that of the various smaller buildings and their repairs throughout the Colony.

MOUNT CAMERON WATER-RACE.

This work was opened on August 21st, 1890, and has been constructed in a very creditable manner by the contractors, Messrs. J. and W. Wishart and Son.

A survey for a branch to Gladstone has lately been made.

BUILDINGS.

I attach the Report of the Government Architect, who has been assisted by the Inspector of Public Buildings in supervision.

I have the honor to be,

Sir,

Your obedient Servant,

J. FINCHAM, *M. Inst. C.E.*,  
*Engineer-in-Chief.*

*The Hon. the Minister of Lands and Works.*

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REPORT OF THE GOVERNMENT ARCHITECT.

SIR,

I HAVE the honor to forward to you the Report of Works completed and in progress for the year ending May, 1891.

BUILDINGS COMPLETED.

*Schools.*

Eleven School-houses and twelve Residences have been completed, and repairs to thirteen School Premises have been carried out; also alterations to two, and additions to eleven Premises.

*Public Buildings.*

Fifteen Public Buildings have been erected and completed, twenty-two Buildings have been repaired, also alterations and additions to seventeen premises have been carried out.

*Buildings in connection with Railways.*

Plans have been prepared for twenty Station Buildings for the Green Ponds, Zeehan, and Sorell lines.

*General.*

Buildings now in course of erection, including additions, and also for which tenders are now being invited, are as follows:—

Thirty-one Public Buildings and Schools, including Block for Males, Hospital for Insane, New Norfolk; Public Buildings, West Devon; Post and Telegraph Offices, Zeehan, Sheffield, and New Town; Nurses' Home, General Hospital, Hobart; and the Technical School, Hobart, which is within a week or two of completion.

Plans, Specifications, &c. are being prepared for additions to Telegraph Office, Hobart; Fittings Technical School, Hobart; Post and Telegraph Offices, Mount Dundas and Perth; Police Buildings and Kerosene Store, West Devonport; completion of Block for Females and conversion of the present Back Yard, and alterations and additions to present back premises, at the Hospital for Insane, New Norfolk, including the erection of steam laundry, new kitchen, workshops, lavatories, administrative and other buildings; and Detention House and Invalid Depôt, Glen Dhu, Launceston.

Competitive designs have been received for proposed Nurses' Home, General Hospital, Launceston, and for State School Premises, Sandhill, Launceston.

I have &c.

W. W. ELDRIDGE, *Government Architect.*

To JAMES FINCHAM, *Esq., C.E., Engineer-in-Chief.*

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*PARTICULARS of Expenditure from 1st April, 1890, to 31st May, 1891.*

<i>Heading.</i>	<i>Voted and authorised.</i>			<i>Amount expended as per last Return.</i>			<i>Expenditure since last Return.</i>			<i>Total Expenditure to 31st May, 1891.</i>			<i>Further Liabilities.</i>			<i>Balance available for further Expenditure.</i>			<i>Remarks.</i>
	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	
<b>ROADS.</b>																			
<i>44 Vict. No. 31.</i>																			
River Forth to Ulverstone at Slabbed Road.	2530	0	0	2486	5	9	32	18	2	2519	3	11	...	...	...	...	...	...	...
<i>45 Vict. No. 30.</i>																			
2. River Don to River Forth.	450	0	0	435	9	7	13	8	3	448	17	10	...	...	...	...	1	0	0
5. River Blythe to River Emu.	700	0	0	641	17	5	...	...	...	641	17	5	...	...	...	...	58	0	0
10. Scamander River to Boggy Creek near George's Bay.	1000	0	0	960	0	1	...	...	...	960	0	1	...	...	...	...	39	0	0
<i>45 Vict. No. 31.</i>																			
5. Deloraine to Parkham Crown Lands.	500	0	0	471	13	1	...	...	...	471	13	1	...	...	...	...	28	0	0
21. From Ulverstone to West Castra.	1100	0	0	1091	8	2	8	11	10	1100	0	0	...	...	...	...	...	...	...
27. From end of Metalling on Flowerdale Road extending through Settlement.	1800	0	0	1782	5	11	3	16	10	1786	2	9	...	...	...	...	13	0	0
30. South Forest Road, Circular Head.	1500	0	0	1486	13	8	...	...	...	1486	13	8	...	...	...	...	13	0	0
33. From Smithton (Duck River) to Montagu, including Bridge over Duck River.	1005	0	0	969	12	3	12	0	0	981	12	3	...	...	...	...	13	0	0
37. From Finger-post on Piper's River Road to Turner's Marsh Settlement.	1000	0	0	953	12	0	19	1	6	972	13	6	...	...	...	...	27	0	0
40. From Bark Creek to Lefroy.	500	0	0	480	14	1	19	5	11	500	0	0	...	...	...	...	...	...	...
44. From Main Road at Springfield (Parr's Plains) to Road from Scottsdale to Upper Ringarooma.	500	0	0	479	9	5	...	...	...	479	9	5	...	...	...	...	20	0	0
55. From Jericho, Eastern Marshes Road, to Settlement and Crown Lands at the Black Bluff, Tunnack.	1000	0	0	951	15	5	...	...	...	951	15	5	...	...	...	...	48	0	0
66. From Port Cygnet to Wattle Hill.	500	5	0	473	15	9	...	...	...	473	15	9	...	...	...	...	26	0	0
<i>45 Vict. No. 31.</i>																			
68. Junction with Road to Gardiner's Bay to Nicholls' Rivulet Settlement.	1000	0	0	972	2	0	...	...	...	972	2	0	...	...	...	...	27	0	0
74. Port Esperance to Southport.	1500	0	0	1378	13	10	121	10	2	1500	0	0	...	...	...	...	...	...	...
<i>46 Vict. No. 23.</i>																			
4. Lefroy to George Town.	3000	0	0	2934	15	1	55	4	0	2989	19	1	...	...	...	...	10	0	0
5. Launceston to Scottsdale.	2084	9	6	1961	9	11	122	19	7	2084	9	6	...	...	...	...	...	...	...

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Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
<i>46 Vict. No. 24.</i>																			
5. St. Mary's to Dublin Town <i>via</i> German Town.	510	0	0	478	16	4	...	...	...	478	16	4	...	...	...	31	0	0	
6. West Tamar, Green's Creek Road.	800	0	0	752	4	2	...	...	...	752	4	2	...	...	...	47	0	0	
14. East Castra Road, additional metalling in lieu of slabbing.	1626	4	4	1600	6	3	...	...	...	1600	6	3	...	...	...	25	0	0	
19. From end of West Castra Road at Town of Leven to and through selections on Gunn's Plains.	507	0	0	378	5	2	...	...	...	378	5	2	...	...	...	128	0	0	
23. South Road, Circular Head.	500	0	0	472	12	5	...	...	...	472	12	5	...	...	...	29	0	0	
25. Dorset River Bridge near Fry's to Cross Roads and southwards to selections.	1500	0	0	1483	2	4	...	...	...	1483	2	4	...	...	...	17	0	0	
28. Moorina to Boobyalla (Ringarooma Port.)	2000	0	0	1989	16	6	2	1	0	1991	17	6	...	...	...	8	0	0	
35. Native Corners Road from Campania Station to Main Line Railway.	300	0	0	273	14	2	...	...	...	273	14	2	...	...	...	26	0	0	
41. Allen's Rivulet Road.	300	0	0	272	13	5	...	...	...	272	13	5	...	...	...	27	0	0	
49. Arve Road.	504	0	0	470	5	8	...	...	...	470	5	8	...	...	...	33	0	0	
52. From She-oak Hill Road, Huon Valley, to Settlements on top of Tier.	500	0	0	451	9	2	...	...	...	451	9	2	...	...	...	48	0	0	
53. From Wattle Hill Road, Upper Sorell, through Weedy Hills, Main Road between Buckland and Orford.	800	0	0	790	0	9	...	...	...	790	0	9	...	...	...	9	0	0	
55. From Bridge over Carlton Creek at Upper Carlton to end of Main Road from Sorell.	500	0	0	454	16	1	1	15	0	456	11	11	...	...	...	43	0	0	
<i>46 Vict. No. 46.</i>																			
3. Construction of a Road, Reminé to Heemskirk.	2000	0	0	1967	13	7	...	...	...	1967	13	7	...	...	...	32	0	0	
8. Construction of Tramway over East Bay Neck.	350	0	0	6	11	0	...	...	...	6	11	0	...	...	...	343	0	0	
<i>47 Vict. No. 30.</i>																			
8. Detention River to Stanley (Circular Head).	1500	0	0	1426	12	1	13	16	0	1440	8	1	...	...	...	59	0	0	
9. Mount Direction to Lefroy.	1717	0	0	1640	4	11	76	15	1	1717	0	0	...	...	...				
10. Junction with Lyall Road to Myrtle Bank.	1000	0	0	671	18	0	328	2	0	1000	0	0	...	...	...				
11. Bridge over River Brid to Scottsdale.	2000	0	0	1959	6	8	40	13	4	2000	0	0	...	...	...				
19. New Norfolk to Glenora.	500	0	0	470	9	7	27	0	0	497	9	7	...	...	...	2	0	0	
22. Sorell to Carlton.	2500	0	0	2433	8	7	39	0	0	2472	8	7	...	...	...	27	0	0	
23. Boggy Creek Bridge near George's Bay to Jason's Gate Bridge.	511	8	6	482	13	0	...	...	...	482	13	0	...	...	...	28	0	0	
<i>47 Vict. No. 31.</i>																			
3. From Sassafias Creek to Mersey Bridge at Gad's Hill (on Road from Chudleigh westward).	707	10	0	688	0	4	19	9	8	707	10	0	...	...	...				

19. Stowport Road.	1000 0 0	928 17 0	71 3 0	1000 0 0		
27. White Hills to Evandale.	500 0 0	479 7 5	...	479 7 5	...	20 0 0
33. Lisle Road.	510 0 0	478 6 10	...	478 6 10	...	41 0 0
43. Tunnack to Jericho Road Railway Station.	600 0 0	576 16 4	...	576 16 4	...	23 0 0
45. Weedy Hills at Nugent School towards Sorell.	1000 9 0	978 10 5	...	978 10 5	...	21 0 0
46. Ragged Tier West, through township of Coppin and Moorabool Road, towards shipping-place, Dunally.	500 0 0	466 8 2	...	466 8 2	...	33 0 0
61. Adelaide (Surges Bay) to Esperance.	1000 0 0	967 5 8	...	967 5 8	...	32 0 0
63. Lloyd's Road, Franklin.	300 0 0	273 16 10	...	273 16 10	...	26 0 0
65. New Road, Franklin.	500 0 0	477 7 11	22 12 1	500 0 0	...	...
69. From River Ouse to Victoria Valley.	500 0 0	399 9 1	...	399 9 1	...	100 0 0
70. Native Tier Road, Glenora, Extension to Crown Lands.	500 0 0	421 17 5	70 6 0	492 3 5	...	7 0 0
48 Vict. No. 44.						
2. Road through the Frogmore Estate, Latrobe.	100 0 0	81 9 9	...	81 9 9	...	18 0 0
8. New Norfolk to Glenora.	300 0 0	282 1 10	3 6 6	285 8 4	...	14 0 0
9. Cradoc to Port Cygnet.	500 0 0	459 7 9	1 3 0	460 10 9	...	39 0 0
48 Vict. No. 45.						
2. Beaconsfield to Flowery Gully.	300 0 0	269 1 7	...	269 1 7	...	30 0 0
3. West Tamar to Bridgenorth.	500 0 0	480 6 7	...	480 6 7	...	19 0 0
9. St. Leonard's, Distillery Creek, to George Town Road.	600 0 0	563 11 3	...	563 11 3	...	36 0 0
29. Table Cape southwards towards Waratah via Hellyer Gorge.	1000 0 0	4 19 11	0 12 0	5 11 11	101 5 0	893 0 0
32. Alford to George Town Road.	500 0 0	420 5 3	59 0 0	479 5 3	20 0 0	...
37. Mount Victoria Gold Fields to Mathinna.	1000 0 0	816 17 2	...	816 17 2	...	183 0 0
38. Branxholm Lane.	500 0 0	471 5 9	18 2 6	489 8 3	...	11 0 0
44. Slab Road, Gould's Country, to Blue Tier Township.	600 0 0	569 0 2	...	569 0 2	...	30 0 0
51. Nugent School at Weedy Hills to Sorell.	1000 0 0	959 12 9	...	959 12 9	25 0 0	15 0 0
55. Taranna to Dunally (Norfolk Bay District).	500 0 0	466 12 10	...	466 12 10	...	33 0 0
58. Swansea to Campbell Town.	2000 0 0	2146 6 1	...	2000 0 0	...	...
60. Richmond to Jerusalem (Campania Road deviation).	1207 10 0	1077 5 3	1 6 3	1078 11 6	129 0 0	...
64. New Norfolk to Lachlan.	200 0 0	189 10 7	1 10 0	191 0 7	...	8 0 0
65. Upper Broadmarsh to Settlement at the Bluff.	300 0 0	213 12 7	69 15 6	283 8 1	11 13 6	4 0 0
69. Dry Creek to Mount Lloyd and Crown Lands and Main Road to junction of Dry Creek and Mount Lloyd Roads (Glen Fern Road).	300 0 0	251 0 11	...	251 0 11	47 15 2	1 0 0
70. Shawfield to Victoria Valley.	600 0 0	578 8 1	...	578 8 1	...	21 0 0
72. Woolley's Road, Franklin.	200 0 0	174 4 4	...	174 4 4	...	25 0 0

Excess as per last Return transferred to 54 Vict. No. 17, item 176.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
74. Lloyd's Road, Franklin.	250	0	0	230	7	6	...	...	...	230	7	6	...	...	...	19	0	0	
77. Flight's Bay to Surges Bay.	400	0	0	343	2	9	...	...	...	343	2	9	...	...	...	56	0	0	
80. Port Cygnet to Nicholls' Rivulet Bridge on Gardner's Bay Road.	700	0	0	660	4	11	0	7	6	660	12	5	33	10	0	5	0	0	
81. Nicholls' Rivulet Bridge to Gardner's Creek Road Junction.	500	0	0	458	13	1	...	...	...	458	13	1	...	...	...	41	0	0	
48 Vict. No. 46.																			
20. Road from Railway Station, Rhyndaston, to Agricultural Selections.	300	0	0	273	4	3	...	...	...	273	4	3	36	6	3				
49 Vict. No. 43.																			
2. Duck River to Irish Town.	500	0	0	452	0	0	22	6	0	474	6	0	38	10	0				
10. Pine Road to Zigzag Road (through Plapp's).	250	0	0	21	0	1	152	7	0	173	7	1	...	...	...	76	0	0	
24. Tarleton Road, junction of Barrington Nook Roads.	1000	0	0	967	3	6	...	...	...	967	3	6	32	16	6				
39. Glengarry to Bridgenorth.	500	0	0	491	19	11	...	...	...	491	19	11	...	...	...	8	0	0	
41. Launceston to Beaconsfield.	1000	0	0	820	16	3	179	3	9	1000	0	0	...	...	...				
51. Gladstone to Boobyalla, Ringarooma Port.	500	0	0	469	6	0	30	0	0	499	6	0	...	...	...				
52. Upper Ringarooma Junction to Mount Victoria.	1000	0	0	913	17	10	...	...	...	913	17	10	...	...	...	86	0	0	
56. Goshen to George's Bay.	300	0	0	278	6	7	...	...	...	278	6	7	...	...	...	21	0	0	
63. End of Main Road (Sorell to Carlton) to Lower Carlton, Dunally.	600	0	0	566	13	5	...	...	...	566	13	5	...	...	...	33	0	0	
65. Orielson to Sorell.	600	0	0	538	15	5	12	11	6	551	6	11	..	..	..	48	0	0	
71. New School House, Fentonbury, to Selections westward.	200	0	0	196	16	6	3	3	6	200	0	0	...	...	...				
72. Glenora to Ellendale.	502	0	0	393	16	10	3	18	0	397	14	10	...	...	...	104	0	0	
74. Native Tier Road, Uxbridge.	400	0	0	392	17	0	7	3	0	400	0	0	...	...	...				
75. Branch Roads, Lachlan Village, to Selections on Tiers.	400	0	0	338	4	0	32	2	6	370	6	6	...	...	...	29	0	0	
77. Sorell Creek, from Doran's Gate through Selections, Collins' Cap.	255	0	0	232	8	5	17	0	0	249	8	5	...	...	...	5	0	0	
79. From Mackie Rivulet to Selections on Mount Fawkner.	200	0	0	168	6	6	21	14	6	190	1	0	...	...	...	9	0	0	
85. Margate to Longley, Huon Road.	507	0	0	486	13	10	12	13	1	499	6	11	8	0	0				
91. Chitty's Road.	200	0	0	191	0	11	8	19	1	200	0	0	...	...	...				
92. Castle Forbes Bay to Settlements.	300	0	0	220	17	5	79	2	7	300	0	0	...	...	...				
93. Scott's Rivulet Road into Crown Lands.	300	0	0	279	9	6	...	...	...	279	9	6	...	...	...	20	0	0	
95. Geeveston to Flight's Bay.	500	0	0	460	8	7	...	...	...	460	8	7	...	...	...	39	0	0	
104. From Ivory's Bight, <i>via</i> King's Lane, Scottsdale Road.	250	0	0	196	1	6	1	15	4	197	16	10	52	0	0				
106. Rokeby to Richmond, Road near Cambridge.	304	0	0	272	5	6	...	...	...	272	5	6	...	...	...	31	0	0	



109. Oyster Cove to Three Hut Point.	402 0 0	360 14 11	41 5 1	402 0 0		
111. Wattle Grove to Port Cygnet.	500 0 0	395 6 0	50 0 0	445 6 0	49 0 0	5 0 0
112. Upper Huon Road from Linnell's to Upper Huon Settlements.	500 0 0	440 17 11	59 2 1	500 0 0.		
115. Whitefoord Hills Road to Railway Station.	250 0 0	227 3 4	10 14 10	237 18 2	...	12 0 0
116. From Whitefoord Hills Station through Whitefoord Hills, to the new Bridge at the White Rock on the Mersey, near Kimberley's Ford.	800 0 0	722 7 9	54 0 0	776 7 9	...	23 0 0
<i>49 Vict. No. 47.</i>						
3. River Blyth to the Leven.	300 0 0	267 8 2	...	267 8 2	...	32 0 0
7. Milwood's to Myrtle Bank (Scottsdale Road).	1000 0 0	866 6 3	...	866 6 3	...	133 0 0
8. Sideling to River Brid.	1500 0 0	1364 3 3	135 16 9	1500 0 0		
11. Scottsdale to Bridport.	810 0 0	699 2 0	41 17 1	740 19 1	59 0 0	10 0 0
13. Richmond to Buckland and Orford.	600 0 0	573 7 5	15 7 0	588 14 5	26 0 0	
16. Huon Bridge to Franklin.	300 0 0	216 0 0	...	216 0 0	...	84 0 0
18. North West Bay to Oyster Cove.	600 0 0	459 17 2	...	459 17 2	...	140 0 0
<i>50 Vict. No. 21.</i>						
1. Circular Head to Detention—Approach to Township of Stanley.	800 0 0	734 1 9	10 15 4	744 17 1	...	55 0 0
2. Black River to Detention.	575 0 0	404 2 0	69 2 6	473 4 6	67 10 0	34 0 0
3. Detention River to Sisters' Creek.	1200 0 0	1180 11 5	...	1180 11 5	19 0 0	
4. Sisters' Creek to Wynyard.	450 0 0	445 12 5	4 7 7	450 0 0		
7. Launceston to Lisle Station.	1000 0 0	888 5 5	29 9 0	917 14 5	82 5 7	
8. Scottsdale to Upper Ringarooma.	1200 0 0	1167 3 0	32 17 0	1200 0 0		
10. Richmond to Runnymede.	500 0 0	466 11 8	...	466 11 8	...	33 0 0
12. Sorell to Carlton and Fingerpost, and Sorell <i>via</i> Fingerpost and Coppington to Dunally.	400 0 0	309 19 6	...	309 19 6	...	90 0 0
20. Kingston to Oyster Cove Bridge.	500 0 0	491 0 0	...	491 0 0	...	9 0 0
<i>50 Vict. No. 22.</i>						
1. Montagu Jetty to Settlement.	300 0 0	280 7 1	...	280 7 1	...	19 0 0
2. South Road, Montagu.	200 0 0	176 11 6	23 8 6	200 0 0		
3. Montagu to Duck River (Smithton), including work at Brien's Hill.	650 0 0	620 17 6	...	620 17 6	...	29 0 0
7. Cam Road, east side, southwards.	300 0 0	64 0 0	54 5 2	118 5 2	96 14 9	85 0 0
20. M'Nab's gate to Promised Land.	300 0 0	252 9 5	47 10 7	300 0 0		
27. Eccleston and Bridgenorth Road to Cormiston.	800 0 0	713 13 0	86 7 0	800 0 0		
29. Frankford from West Tamar to Green's Creek, Port Sorell.	400 0 0	335 11 9	58 0 0	390 11 9		
33. Finger-post to Turner's Marsh.	254 0 0	213 12 5	40 7 4	254 0 0		
37. Upper Ringarooma to Mount Maurice.	804 0 0	704 9 2	94 15 10	804 0 0		
38. Branxholm to Brothers' Home.	1000 0 0	951 1 6	37 4 10	988 6 4		
41. Road from Main Road, Scottsdale, to Ten-mile Track, Edwards' Road.	403 0 0	369 3 7	33 16 5	403 0 0		

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
45. Gould's Country Road to George's River at Clifford's farm.	250	0	0	235	5	8	...			235	5	8	14	4	4				
47. Swansea to Campbell Town.	800	0	0	775	5	5	...			775	5	5	...			24	0	0	
48. Orierton to Sorell.	500	0	0	296	9	10	203	10	2	500	0	0	...			92	0	0	
49. Finger-post, Carlton, to Telegraph Office, Coppington.	300	0	0	207	5	6	...			207	5	6	...			15	0	0	
50. Telegraph Office, Coppington, to Dunally.	300	0	0	284	14	11	...			284	14	11	...			17	4	3	
52. Taranna to Saltwater River.	300	0	0	282	15	9	...			282	15	9	...			20	0	0	
53. Woodstock to Sandfly Settlement.	150	0	0	129	6	6	...			129	6	6	...			11	0	0	
54. Agnes Rivulet Road.	300	0	0	259	0	1	...			259	0	1	11	0	0	29	0	0	
55. Port Cygnet to Wattle Grove.	200	0	0	153	16	8	...			153	16	8	46	3	4				
56. Gardner's Bay to Nicholls' Rivulet.	600	0	0	484	7	7	26	15	6	511	3	1	...			88	0	0	
57. Port Cygnet to Gardner's Bay.	400	0	0	362	18	0	...			362	18	0	7	0	0	30	0	0	
58. Glazier's Bay to Cradoc Road.	400	0	0	386	14	3	...			386	14	3	...			13	0	0	
60. Kingston to Leslie.	400	0	0	291	10	4	...			291	10	4	...			108	0	0	
62. Margotty Gully Road, near Public School, Port Cygnet.	200	0	0	172	15	11	27	4	1	200	0	0	...						
64. Oates' Tramway, Huon Road, to Mountain River Settlement.	200	0	0	183	17	3	...			183	17	3	...			16	0	0	
65. Geeves Town to Surges Bay.	404	0	0	391	17	1	...			391	17	1	...			12	0	0	
71. From Main Road near Abbotsfield Rivulet to Selections, Mount Fawkner.	300	0	0	276	10	11	...			276	10	11	20	0	0				
73. Native Tier Road, Uxbridge.	407	0	0	383	15	6	23	4	6	407	0	0	...						
76. Tea Tree Siding to Richmond.	300	0	0	280	16	9	...			280	16	9	...			19	0	0	
80. Rhyndaston to Selections top of Tier.	303	3	3	262	6	3	0	10	0	262	16	3	...			40	0	0	
83. Dee Road through Selections to Crown Lands.	500	0	0	468	5	8	3	8	9	471	14	5	15	0	0	13	0	0	
<i>51 Vict. No. 45.</i>																			
4. Cressy to Longford.	200	0	0	...			...			...			...			200	0	0	
5. Launceston to Beaconsfield.	1500	0	0	1452	14	4	46	16	3	1499	10	7	...						
6. Scottsdale to Ringarooma.	700	0	0	553	0	4	...			553	0	4	...			146	0	0	
8. End of present metalling, Billycock (Branxholm) towards French's Creek.	250	0	0	197	4	3	...			197	4	3	...			52	0	0	
10. Searle's Corners to Campania.	300	0	0	236	10	8	...			236	10	8	...			63	0	0	
11. Richmond to Runnymede.	400	0	0	352	17	11	1	5	0	354	5	11	...			45	0	0	
13. Sorell, <i>via</i> Coppington, to Dunally.	500	0	0	442	10	4	22	2	6	464	12	10	4	15	0	30	0	0	
14. Franklin to Honeywood.	250	0	0	211	1	2	...			211	1	2	...			38	0	0	
15. North West Bay to Oyster Cove.	400	0	0	305	3	5	89	6	3	394	9	8	...			5	0	0	
<i>51 Vict. No. 46.</i>																			
5. Pine Road.	1000	0	0	11	1	10	970	19	10	982	1	8	...						
6. Iron Cliff Road.	200	0	0	163	15	11	7	5	11	171	1	10	...			28	0	0	
9. West Castra to North Motton.	800	0	0	755	16	4	44	3	8	800	0	0	...						

12. Lower Gawler Road.	300 0 0	279 11 9	20 8 3	300 0 0		
17. Kindred Road, Branch to East Castra Road.	400 0 0	186 12 7	...	186 12 7	...	213 0 0
20. Wilmot Road.	300 0 0	280 1 11	9 0 0	289 1 11	...	10 0 0
22. Hamilton Hill southwards.	500 0 0	450 8 2	49 11 10	500 0 0		
24. Montagu to Pieman.	250 0 0	238 18 0	3 8 4	242 6 4		
25. South Road, Montagu.	200 0 0	180 10 8	19 9 4	200 0 0		
27. Circular Head to Duok River.	600 0 0	493 7 3	4 19 5	498 6 8	...	101 0 0
30. Calder Road.	400 0 0	332 1 8	0 12 0	332 13 8	...	67 0 0
32. Wynyard to Waratah.	2000 0 0	1965 1 2	34 18 10	2000 0 0		
35. Cam, east side, to Moreville Road.	400 0 0	355 3 1	...	355 3 1	...	44 0 0
36. Moreville Road.	400 0 0	368 2 11	31 17 1	400 0 0		
40. Sheffield to Nook.	700 0 0	471 16 6	27 18 6	499 15 0		
47. Railton to Kimberley's Ford.	300 0 0	285 6 6	4 19 0	290 5 6		
49. Sheffield to Promised Land.	600 0 0	576 3 2	23 16 10	600 0 0		
56. Latrobe and Green's Creek direct Road.	400 0 0	379 7 6	...	379 7 6	20 0 0	
57. Green's Creek Road.	400 0 0	361 2 5	38 17 7	400 0 0		
58. Frankford to Heidelberg, <i>via</i> Kermode.	500 0 0	451 7 4	48 12 8	500 0 0		
61. Deloraine and Westbury, <i>via</i> Paddy's Scrub.	500 0 0	482 18 5	...	482 18 5	...	17 0 0
62. Deloraine to Quamby Bluff.	406 0 0	302 19 3	...	391 17 5		
63. Road from Deloraine to Jackey's Marsh.	400 0 0	215 16 6	149 18 8	365 15 2	...	34 0 0
64. Harwood and Dalebrook Road, with bridge over Dalebrook.	500 0 0	435 4 10	63 7 8	498 12 6		
69. From West Tamar Road to Franklin Rivulet.	1003 0 0	904 12 0	0 14 4	905 6 4	95 0 0	
70. South Frankford Road.	300 0 0	192 0 8	107 19 4	300 0 0		
74. Winkleigh and Flowery Gully Road to Beaconsfield.	300 0 0	35 15 2	8 2 2	43 17 4	...	256 0 0
75. Rosevale to Westwood.	300 0 0	206 16 3	93 3 9	300 0 0		
77. West Tamar to Blackwall.	400 0 0	350 17 8	40 4 0	391 1 8		
80. St. Patrick's River Road, Patersonia.	400 0 0	360 3 1	...	360 3 1	10 0 0	30 0 0
81. Continuation of Road from Distillery Creek through Ravenswood to Mowbray.	400 0 0	347 4 1	...	347 4 1	...	52 0 0
87. Windsor's Lane, Turner's Marsh, to Bangor Slate Quarry.	800 0 0	787 10 8	12 9 4	800 0 0		
88. Doak's Road.	300 0 0	274 15 6	25 4 6	300 0 0		
89. Upper Piper Settlements at German Town to Railway Station.	307 0 0	246 13 0	...	246 13 0	...	60 0 0
90. Turner's Marsh to Upway.	305 0 0	173 19 1	118 13 2	299 12 3		
91. Alford to George Town Road.	300 0 0	259 0 0	...	259 0 0	...	41 0 0
92. Ivory Bight, <i>via</i> King's Lane, to Scottsdale Road.	150 0 0	2 9 4	0 10 6	2 19 10	11 8 6	138 0 0
93. Killafaddy Road and Corra Linn Bridge.	306 0 0	290 13 2	15 6 10	306 0 0		
95. Beaconsfield to York Town.	300 0 0	241 8 9	...	241 8 9	...	58 0 0
96. Beauty Point Jetty towards York Town.	100 0 0	50 8 6	3 2 6	53 11 0	8 4 9	38 0 0
98. Frankford to Cotton's Hill.	500 0 0	345 4 1	30 11 3	375 15 4	...	124 0 0
99. Flowery Gully Road	400 0 0	328 1 2	68 19 1	397 0 3		
103. Lefroy to Douglas <i>via</i> Chum.	200 0 0	188 0 1	8 14 0	196 14 1		
104. Back Creek to Weymouth <i>via</i> Big Piper.	200 0 0	117 17 9	...	117 17 9	...	82 0 0
107. Connecting Springfield with Railway, (Sledge Track).	400 0 0	367 8 4	...	367 8 4	...	32 0 0

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
108. From Ellesmere to Murphy's, M'Lenon's and others.	200	0	0	172	3	11	...			172	3	11	...			27	0	0	
111. Ringarooma to Maurice Town Reserve.	307	0	0	286	9	8	20	10	4	307	0	0	...			25	0	0	
112. Branhholm Court House towards Arba Tin Mines.	150	0	0	124	19	1	...			124	19	1	...			...			
113. Moorina to Branhholm.	1000	0	0	963	9	3	17	9	6	980	18	9	...			19	0	0	
121. Fingal to Mathinna.	400	0	0	371	8	4	2	0	3	373	8	7	28	0	0	...			
122. Yarmouth to Upper Scamander River.	200	0	0	166	14	3	...			166	14	3	6	10	0	26	0	0	
126. From new Bridge over George's River at Clifford's to Mussel Roe River.	800	0	0	5	3	0	...			5	3	0	...			794	0	0	
129. Parattah to Tunnack.	300	0	0	276	14	9	...			276	14	9	...			23	0	0	
130. From junction of Public Road, Tunnack, through Settlement.	300	0	0	279	6	1	...			279	6	1	10	0	6	10	0	0	
131. From new Road near M'Auliff's to Settlement, Hobbs' Bluff	300	0	0	238	9	6	...			238	9	6	...			61	0	0	
132. From Tunnack through New Country Marsh <i>via</i> Burns' Farm	200	0	0	167	5	8	28	0	0	195	5	8	...			...			
133. From Tea Tree to Richmond.	500	0	0	485	4	11	...			485	4	11	...			14	0	0	
138. Jerusalem to Tunnack.	500	0	0	479	15	10	...			479	15	10	...			20	0	0	
140. Campania to White Kangaroo Valley.	307	0	0	286	9	3	18	0	0	304	9	3	...			...			
141. Between Runnymede and Woodsdale.	500	0	0	477	12	4	...			477	12	4	8	3	0	14	0	0	
146. From Main Road near Forcett to White Hills.	300	0	0	266	8	9	8	4	4	274	13	1	26	0	0	...			
147. From Nugent and Wattle Hill to Sorell.	1000	0	0	325	4	3	674	15	9	1000	0	0	...			53	0	0	
148. Coppington to Bream Creek.	500	0	0	446	9	10	...			446	9	10	...			17	0	0	
149. Nugent School at Weedy Hills to Buckland and Orford.	300	0	0	270	1	9	12	8	0	282	9	9	...			...			
150. From Cross Road at Finger-post to Lower Carlton Bridge.	200	0	0	122	14	0	36	7	4	159	1	4	4	4	9	36	0	0	
154. Cascades and Parsons' Bay.	600	0	0	578	16	8	...			578	16	8	...			21	0	0	
155. From end of Ragged Tier through Woolley's and Jacobson's.	200	0	0	163	7	2	...			163	7	2	...			36	0	0	
157. From Hamilton Road <i>via</i> Hollow Tree to Bothwell.	300	0	0	231	17	5	64	17	0	296	14	5	...			...			
158. Fenton Forest to Ellendale.	500	0	0	398	1	0	18	17	9	416	18	9	...			83	0	0	
164. Uxbridge Road to Crown Lands.	200	0	0	172	14	2	24	8	2	197	2	4	...			...			
168. Molesworth, Sorell Creek, to junction of Road to Bismarck.	150	0	0	130	5	4	15	0	0	145	5	4	...			...			
170. Road to Bismarck, Carlsen's, and others.	200	0	0	193	4	7	6	15	5	200	0	0	...			...			
173. Berriedale to Bismarck.	200	0	0	194	3	1	5	0	0	199	3	1	...			...			
178. Proctor's Road.	400	0	0	302	13	0	86	3	3	388	16	3	...			...			
187. Peppermint Bay to Port Cygnet.	250	0	0	234	17	9	...			234	17	9	...			15	0	0	
188. Cox's Road.	155	0	0	153	0	11	19	19	1	155	0	0	...			...			
189. Daly's Road.	250	0	0	241	1	5	8	18	7	250	0	0	...			...			

195. Port Cygnet to Lymington.	400 0 0	364 9 0	...	364 9 0	29 0 0	6 0 0
196. Lymington to Back Settlements.	250 0 0	230 12 10	1 1 0	231 13 10	5 0 0	13 0 0
197. Lymington to Petchey's Bay.	200 0 0	164 0 6	33 0 0	197 0 6	...	30 0 0
198. Wattle Grove Road near Lovett.	200 0 0	169 12 11	...	169 12 11	...	271 0 0
202. Nicholls' Rivulet Road, Oyster Cove.	350 0 0	77 1 2	1 3 4	78 4 6	...	27 0 0
203. Irish Town Road.	400 0 0	317 19 11	...	317 19 11	55 0 0	...
204. Upper Huon Road.	400 0 0	62 10 8	337 9 4	400 0 0	...	...
206. Upper Mountain River Settlements to Main Road.	400 0 0	386 12 11	10 3 9	396 16 8	...	...
210. Road vicinity Kallo's Creek, Upper Huon.	100 0 0	...	88 15 4	88 15 4	...	...
211. Lucas's Tramway to Crabstick Settlement.	200 0 0	134 12 9	47 8 4	182 1 1	...	17 0 0
215. Road Leslie to Roberts'.	200 0 0	49 14 7	150 2 6	199 17 1	...	...
216. Main Huon Road at Cooney's to North West Bay River.	104 0 0	88 2 5	15 17 7	104 0 0	...	...
217. Road through Parsons' to Mountain River Bridge to Walton's Track—Road from Upper Mountain River Bridge through Schmidt's to Walton's Track.	100 0 0	74 9 2	3 15 6	78 4 8	...	21 0 0
220. Huon Bridge to She-oak Hill.	500 0 0	487 18 0	4 15 9	492 13 9	...	...
222. New Road, Franklin.	650 0 0	366 2 10	255 5 11	621 8 9	...	28 0 0
224. Chitty's Road.	250 0 0	231 7 7	15 14 11	247 2 6	...	...
225. Castle Forbes Bay Road.	250 0 0	249 8 2	0 10 0	249 18 2	...	...
226. M'Mahon's Road Extension.	150 0 0	117 1 11	28 9 9	145 11 8	...	...
231. Burgess' Road.	200 0 0	193 6 10	6 13 2	200 0 0	...	...
233. Honeywood to Cairns' Bay.	400 0 0	255 16 0	81 1 10	336 17 10	...	63 0 0
235. Hope Town and Raminea.	650 0 0	587 7 11	0 10 0	587 17 11	40 0 0	22 0 0
236. Esperance to Hastings.	608 0 0	505 3 2	74 15 2	579 18 4	...	28 0 0
237. Hastings to Recherche.	350 0 0	321 14 7	16 19 5	338 14 0	...	11 0 0
<i>52 Vict. No. 48.</i>						
1. Road, Ellendale to Dunrobin.	500 0 0	168 15 8	128 8 0	297 3 8	65 0 0	137 0 0
2. Ellendale to Glenora Station.	650 0 0	144 14 0	107 9 2	252 3 2	74 11 3	323 0 0
3. Ellendale Main Road up Sassafras Creek with branch to Sawmill.	250 0 0	167 5 5	68 4 5	235 9 10	...	14 0 0
4. Road leading to Conacher's, Stuart's, and others.	100 0 0	83 2 0	12 11 10	95 13 10	...	4 0 0
<i>52 Vict. No. 59.</i>						
1. Black River to Cocee Creek.	500 0 0	472 11 4	21 18 7	494 9 11	...	...
2. Torquay to Northdown.	500 0 0	488 0 2	0 6 0	488 6 2	...	11 0 0
3. Railton to Sheffield.	500 0 0	438 3 2	61 16 10	500 0 0	...	...
4. Through Deloraine.	200 0 0	5 16 5	197 2 6	203 19 11	...	...
5. Deloraine to Chudleigh.	400 0 0	6 15 8	364 17 0	371 12 8	16 1 0	12 0 0
6. Carrick to Launceston.	800 0 0	789 5 8	7 12 0	796 17 8	3 2 4	...

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
7. Launceston to Beaconsfield.	1000	0	0	24	15	4	591	12	8	616	8	0	750	0	0				
8. Mount Direction to Lefroy.	500	0	0	26	16	5	276	19	8	303	16	1	46	7	6	149	0	0	
9. Launceston to Lisle.	500	0	0	238	11	1	249	4	1	487	15	2	93	3	6				
10. Lisle Road to Scottsdale (Tucker's Corners).	600	0	0	279	3	7	173	8	11	453	12	6	...			146	0	0	
11. Widening Main Road through Township of Ellesmere.	150	0	0	25	14	6	113	14	0	139	8	6	...			10	0	0	
12. Scottsdale to Bridport.	700	0	0	511	15	7	3	9	5	515	5	0	20	0	0	64	0	0	
13. Scottsdale to Upper Ringarooma.	1300	0	0	426	8	1	69	1	11	495	10	0	...			804	0	0	
14. Branxholm Lane from Billycock Tier.	500	0	0	182	19	6	35	9	2	218	8	8	121	4	1	160	0	0	
15. St. Mary's to George's Bay.	860	13	4	133	2	4	343	3	6	577	1	10	283	11	6				
16. George's Bay to Lottah.	700	0	0	612	11	8	87	8	4	700	0	0							
18. Kingston to Oyster Cove.	500	0	0	465	15	9	34	4	3	500	0	0							
19. Oyster Cove to Three-Hut Point.	500	0	0	157	18	6	254	1	11	412	0	5	63	13	2	24	0	0	
20. Franklin to Honeywood.	250	0	0	...			141	5	4	141	5	4	60	9	3	48	0	0	
<i>Act 52 Vict. No. 60.</i>																			
1. Montagu to Smithton.	500	0	0	378	17	10	42	1	9	420	19	7	55	7	6	24	0	0	
2. South Road, Montagu.	200	0	0	178	18	7	20	11	6	199	10	1							
3. Smithton (Duck River) to Circular Head.	300	0	0	288	4	7	11	15	5	300	0	0							
4. Smithton to Scott's Town.	350	0	0	250	12	5	99	7	7	350	0	0							
5. South Road, Circular Head.	400	0	0	83	9	1	267	10	6	350	19	7	15	0	0	34	0	0	
6. From Main Road to Jacobs' Boat Harbour.	500	0	0	337	16	10	12	15	10	350	12	8	...			149	0	0	
7. Flowerdale Road.	825	0	0	545	0	1	279	17	5	824	17	6							
8. Wynyard to Table Cape.	300	0	0	232	1	8	67	18	4	300	0	0							
9. Wynyard to Waratah.	1000	0	0	407	6	10	49	4	7	756	11	5	20	5	0	223	0	0	
11. Calder Road.	400	0	0	366	10	6	23	19	5	390	9	11	...			9	0	0	
12. Cam <i>via</i> Seabrook to Mount Hicks.	200	0	0	192	7	11	7	12	1	200	0	0							
13. Cam Road, west.	500	0	0	467	18	0	1	19	2	469	17	2	80	0	0				
15. Emu Bay to Waratah (New Country Road).	600	0	0	198	16	1	401	3	11	600	0	0							
16. East of Chasm Creek.	150	0	0	92	12	6	57	7	6	150	0	0							
17. Blyth Road.	500	0	0	346	4	3	100	9	1	446	13	4	165	0	0				
18. Nine Mile Road.	350	0	0	265	8	7	66	16	10	332	5	5	...			17	0	0	
19. Pine Road, Branch to Blyth.	450	0	0	150	6	4	224	10	3	374	16	7	...			75	0	0	
20. Branch to Blyth River and Adams' Creek.	550	0	0	278	9	5	221	10	8	500	0	1	42	0	0				
21. Pine Road.	900	0	0	24	18	1	51	14	1	76	10	2	800	0	0				
22. South Road, Leven.	300	0	0	252	1	7	27	16	0	279	17	7	...			20	0	0	
23. West Castra Road.	610	0	0	559	17	5	36	13	2	596	10	7	21	18	2				
24. West Castra, Branch to Allison.	200	0	0	14	4	11	185	15	1	200	0	0							
25. Branch to Gunn's Plains from West Castra.	204	15	0	16	1	5	97	8	9	113	10	2	46	0	0	45	0	0	
26. Lower Gawler Road.	200	0	0	93	12	7	106	7	5	200	0	0							
28,29. East Castra Road to Dooley's Plains.	800	0	0	783	7	10	16	12	2	800	0	0							
30. Kindred Road.	400	0	0	387	15	2	12	4	10	400	0	0							

31. Simpson's Road, branch from Kindred Road.	200 0 0	135 12 4	59 8 9	195 1 1	4 10 0	
32. Kindred to East Castra Road.	200 0 0	1 9 6	8 1 4	9 10 10	...	190 0 0
33. Forth to Wilmot River.	500 0 0	421 14 7	70 3 1	491 17 8	...	8 0 0
34. Wilmot Road.	300 0 0	21 10 9	277 9 7	299 0 4		
35. Hamilton Hill, southwards.	600 0 0	572 7 1	27 5 8	599 12 9		
36. Hamilton-on-Forth to Forth Heads.	300 0 0	295 18 9	104 1 3	300 0 0		
37. Iron Cliff Road.	300 0 0	203 16 10	69 12 0	273 8 10	...	26 0 0
38. To Morse's Lane from Sheffield to Selections.	150 0 0	147 18 7	1 6 0	149 4 7		
39. Railton to Sunnyside.	250 0 0	240 8 5	9 0 0	249 8 5		
44. Shorrey's Road, south of Shorrey's Lane.	200 0 0	230 11 10	...	200 0 0	...	...
45. Sheffield to Nook.	200 0 0	184 18 5	15 1 7	200 0 0		
46. Latrobe to Railton.	400 0 0	364 11 10	19 16 0	384 7 10	15 0 0	
47. From Promised Land Road southwards to Jackson's and other Settlements.	200 0 0	194 0 10	5 6 0	199 6 10		
49. Tarleton to Barrington.	1000 0 0	711 15 6	288 4 6	1000 0 0		
50. Coal Mine Plat to Figure-of-Eight Creek.	600 0 0	447 1 7	152 14 0	599 15 7		
51. To Melrose Creek.	700 0 0	299 7 4	361 17 9	661 5 1	...	38 0 0
52. Barrington Road to Nook Road near Junction.	500 0 0	373 13 8	126 6 4	500 0 0		
54. Northdown to Burgess.	500 0 0	465 10 0	12 15 1	488 5 1	42 0 0	
55. Latrobe to Northdown.	400 0 0	388 10 11	10 6 0	398 16 11	11 0 0	
57. Moriarty Road to Northdown Road (Dece's Lane).	500 0 0	448 17 5	41 8 7	490 6 0	20 0 0	
58. Latrobe to Green's Creek direct (Deviation Loane's Hill.)	530 0 0	526 8 0	0 6 0	526 14 0	10 0 0	
59. Green's Creek (Heidelberg) towards Frankford.	1009 15 0	42 16 2	684 3 8	726 19 10	...	282 0 0
60. Skelbrook Road, Green's Creek.	300 0 0	269 4 6	30 15 6	300 0 0		
61. Blackamoor Road.	200 0 0	2 2 6	194 17 5	197 0 11	...	2 0 0
62. Whitefoord Hills Station to White Rock Bridge.	400 0 0	176 1 10	218 14 1	394 15 11	...	5 0 0
63. From Stagg's to Ford across Meander River.	250 0 0	9 3 3	240 16 9	250 0 0		
64. Ritters' Road, West Meander.	200 0 0	185 6 2	14 13 10	200 0 0		
65. East Meander Road, West of Quamby Bluff.	200 0 0	2 2 1	13 11 8	15 13 9	100 0 0	84 0 0
66. To Settlements north side of Quamby Bluff.	290 0 0	11 5 8	278 14 4	290 0 0		
68. Deloraine to Tongataboo.	400 0 0	98 14 11	123 2 9	221 17 8	25 1 9	153 0 0
69. To Mole Creek at State School.	211 0 0	40 2 3	170 5 1	210 7 4		
70. Rosevale to Bridgenorth	500 0 0	77 0 8	19 17 6	96 18 2	374 0 0	29 0 0
71. Ecclestone, <i>via</i> Cormiston, to back Settlements.	300 0 0	2 2 10	162 10 6	164 13 4	155 8 3	
72. Westbury, <i>via</i> Black Sugar Loaf, to Glengarry	1011 15 0	699 6 7	312 8 5	1011 15 0		
73. Frankford Road (West Tamar to Franklin Rivulet).	600 0 0	182 9 7	163 5 5	345 15 0	236 8 9	17 0 0
74. Black Sugar Loaf Road, <i>via</i> Maley's and Cox's, to Frankford.	300 0 0	65 2 5	234 17 7	300 0 0		
75. Glengarry to Winkleigh.	200 0 0	93 14 9	106 5 3	200 0 0		
76. Winkleigh to Kelly's Look-out.	200 0 0	...	...	27 18 9	190 0 0	
77. Frankford to Cotton's Hill, <i>via</i> Kelly's Look-out.	300 0 0	6 14 4	0 11 4	7 5 8	...	292 0 0

Credit, £30 11s. 10d.,  
to 53. 31. 59.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
78. South Frankford Road.	500	0	0	31	15	1	52	12	7	84	7	8	59	15	6	355	0	0	
79. Upper Liffey Road.	300	0	0	...			...			...			...			300	0	0	
80. Early Rises, <i>viâ</i> Quamby Brook, to Deloraine.	200	0	0	9	8	5	20	15	1	30	3	6	121	17	6	47	0	0	
81. Early Rises to Westbury.	205	15	0	82	2	6	123	12	6	205	15	0	...			...			
82. Blackwood Road (Cressy District).	300	0	0	100	18	0	200	0	0	300	18	0	...			...			
83. Piper's River Railway Station to Underwood Bridge.	300	0	0	110	17	11	11	4	9	122	2	8	...			177	0	0	
84. Piper's River Road.	800	0	0	640	10	2	159	9	10	800	0	0	...			...			
85. Turner's Marsh to German Town (Lilydale).	300	0	0	46	3	3	248	3	10	294	7	1	...			5	0	0	
86. Doak's Road, from Piper's River Road.	300	0	0	191	19	9	108	1	3	300	0	0	...			...			
87. Windsor's Lane to Piper's River Railway Station	300	0	0	290	5	6	9	14	6	300	0	0	...			...			
88. Finger-post to Turner's Marsh.	329	0	0	148	3	1	147	3	6	295	6	7	56	14	7	...			
89. St. Patrick's River Road.	400	0	0	372	18	1	27	1	11	400	0	0	...			...			
90. West Tamar to Winkleigh.	800	0	0	524	2	6	275	17	6	800	0	0	...			...			
91. From Selections east bank of Little Forester to Lisle Railway Station.	500	0	0	339	15	3	74	3	4	413	18	7	53	6	0	32	0	0	
92. Railway Station, Golconda to Hall's Track.	300	0	0	242	19	3	30	8	5	273	7	8	...			26	0	0	
93. From Road to Lisle Railway Station to Settlement west bank of Little Forester.	500	0	0	332	19	7	167	0	5	500	0	0	...			...			
94. Turner's Marsh to Alford, Lower Piper.	300	0	0	68	13	0	49	15	3	118	8	3	232	0	0	...			
95. Alford to George Town.	300	0	0	7	15	0	87	1	11	94	16	11	123	18	9	81	0	0	
96. Lower Piper to Bridport.	350	0	0	175	19	6	144	7	9	320	7	3	...			29	0	0	
97. Beaconsfield to Cotton's Hill.	500	0	0	450	11	4	48	0	4	498	11	8	...			...			
98. Winkleigh, <i>viâ</i> Flowery Gully, to Beaconsfield.	300	0	0	34	7	9	222	5	7	256	13	4	...			43	0	0	
99. Branhholm, <i>viâ</i> Brothers' Home, to Moorina.	1401	0	0	1337	7	0	70	16	6	1408	3	6	...			...			
100. Branhholm to Ruby Flat.	205	15	0	51	0	6	154	3	5	205	3	11	...			...			
101. Ringarooma Road to Land of Hockins' and others.	200	0	0	18	3	0	181	17	0	200	0	0	...			...			
102. Moorina to Ringarooma Port.	400	0	0	233	3	7	59	17	0	293	0	7	18	5	0	88	0	0	
104. Moorina to Gladstone.	650	0	0	624	12	5	25	7	7	650	0	0	...			...			
108. Road from Ellesmere to Murphy's and other selections.	100	0	0	80	18	8	10	0	0	90	18	8	...			9	0	0	
109. Main Road, Scottsdale, towards Jessop's, Ransom's, and others.	100	0	0	99	15	8	0	4	4	100	0	0	...			...			
110. Kellow's Road, Scottsdale to Mount Cameron.	150	0	0	138	13	2	11	6	10	150	0	0	...			...			
112. Orcheston Road from School-house towards Ten Mile Track.	100	0	0	72	7	6	7	0	1	79	7	7	...			20	0	0	
113. Upper Ringarooma to Mathinna.	800	0	0	515	11	3	205	17	1	721	8	4	80	12	10	...			
114. Weldborough to Moorina.	800	0	0	558	5	8	241	14	4	800	0	0	...			...			
116. Deviation Road Mathinna to Fingal.	600	0	0	530	9	6	43	12	0	574	1	6	35	0	0	...			
118. From Steele's Turn-off to Falmouth.	200	0	0	161	11	8	26	13	6	188	5	2	...			11	0	0	



119. South George's River Road.	400 0 0	363 17 0	27 0 0	390 17 0	...	9 0 0
120. North George's River Road.	407 15 0	317 17 6	39 5 6	357 3 0	...	50 0 0
121. Wyniford River Bridge to Blue Tier (Three Notch Track).	850 0 0	766 17 3	83 2 9	850 0 0	...	...
122. George's River Bridge to Esplanade (George's Bay) Coast Road.	400 0 0	...	...	...	...	400 0 0
123. Campbell Town to Irish Town on Swansea Road.	800 0 0	794 17 2	5 0 0	799 17 2	...	...
126. Between Seymour and Chain of Lagoons.	300 0 0	5 14 6	294 5 6	300 0 0	...	...
127. From Jericho Siding to Tunnack, <i>via</i> Watfile Hill.	500 0 0	471 11 6	13 17 0	485 8 6	...	15 0 0
128. New Country Marsh, <i>via</i> Housego's, to Woodsdale Road.	200 0 0	2 5 0	159 19 0	162 4 0	7 6 0	30 0 0
130. New Country Marsh to Hobbs' Bluff.	300 0 0	1 9 6	298 10 6	300 0 0	...	...
131. Woodsdale Road, from Junction, Eastern Marshes.	300 0 0	177 12 0	11 15 2	189 7 2	..	110 0 0
133. Oatlands to Eastern Marshes and Swanston.	400 0 0	344 19 6	55 0 4	399 19 10	...	...
134. Deddington to Whisloca.	300 0 0	150 0 0	...	150 0 0	150 0 0	...
135. Upper Broadmarsh, through Hunting Ground to Green Ponds.	800 0 0	7 15 0	5 0 0	12 15 0	...	787 0 0
137. Elderslie Road to Hamilton Road, Deviation through Curtain's.	200 0 0	4 11 9	178 14 0	183 5 9	9 0 0	7 0 0
138. From vicinity of Bluff and Hollow Tree to Main Road New Norfolk to Hamilton.	500 0 0	9 4 1	5 16 11	15 1 0	205 0 0	279 0 0
139. Bagdad Lane.	100 0 0	13 0 9	3 0 0	16 0 9	...	83 0 0
140. Jerusalem, <i>via</i> Burns' Creek, to Tunnack.	509 15 0	448 6 6	39 12 0	487 18 6	30 0 0	...
141. Tunnack to White Kangaroo Rivulet.	300 0 0	2 19 0	202 8 6	205 7 6	86 3 0	8 0 0
142. Upper Native Corners Bridge, vicinity of Spring Hill Bottom, to Selections of Crown Lands.	300 0 0	151 19 8	20 9 0	172 8 8	66 3 4	61 0 0
143. Jerusalem to Settlements eastward.	100 0 0	3 6 6	96 13 6	100 0 0	...	...
144. Jerusalem to Rhyndaston.	100 0 0	0 10 0	99 10 0	100 0 0	...	...
146. From Richmond Main Road through Dulcot.	100 0 0	1 7 6	97 12 0	98 19 6	...	...
147. Road from Sandspits, through Crown Lands, to Weedy Hills and Ragged Tier.	700 0 0	126 4 0	431 0 0	557 4 0	120 0 0	22 0 0
148. From Selections, Ragged Tier, east to Coppington and Bream Creek.	500 0 0	399 12 0	71 5 10	470 17 10	...	29 0 0
149. Dunally to Taranna.	500 0 0	20 17 8	101 5 2	122 2 10	360 0 0	17 0 0
150. Taranna <i>via</i> Cascades and Impression Bay to Saltwater River.	600 0 0	307 3 0	181 8 0	488 11 0	120 0 0	...
151. Nugent School, Weedy Hills, to Sorell.	815 10 0	20 0 1	639 7 4	659 8 5	87 0 0	69 0 0
152. Carnarvon to Wedge Bay.	1008 0 0	777 1 6	158 14 6	935 16 0	50 2 9	22 0 0
153. Forcett to Lewisham.	300 0 0	221 16 6	78 3 6	300 0 0	...	...
154. From Ralph's Bay Causeway to boundary South Arm Road District.	300 0 0	273 2 0	20 11 0	293 13 0	7 0 0	...
155. Russell's Falls Valley to Selections.	300 0 0	117 16 6	150 6 6	268 3 0	...	31 0 0
156. Ouse to Marlborough.	500 0 0	104 10 10	21 17 8	126 8 6	380 0 0	...
157. Marlborough to Linda, including Bridge over King River.	2003 0 0	1789 11 6	223 16 1	2013 7 7	...	...

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
161. New Norfolk to Lachlan.	257	0	0	122	6	11	63	12	9	185	19	8	...	...	71	0	0		
162. Hermitage to Doran's Gate.	100	0	0	98	7	0	1	13	0	100	0	0	...	...	...	...	...		
163. Lagoon Farm to Fitzpatrick's.	150	0	0	147	8	0	2	12	0	150	0	0	...	...	...	...	...		
165. Black Snake Rivulet Road, South Bridge-water.	150	0	0	0	14	6	26	16	2	27	10	8	100	0	0	13	0	0	
166. Dry Creek Road.	200	0	0	142	13	8	47	11	4	190	5	0	9	15	0	...	...		
167. From Main Road to Bismarck.	200	0	0	67	3	0	126	1	3	193	4	3	...	...	6	0	0		
168. Branch from Chapel to Fehlberg's.	50	0	0	49	3	6	0	16	6	50	0	0	...	...	...	...	...		
170. Approach to Elphinstone and Mount Stewart Roads.	150	0	0	0	10	0	149	10	0	150	0	0	...	...	...	...	...		
172. From Main Road, Snug, to Melville's and Crown Land.	155	0	0	58	10	0	89	13	1	148	3	1	...	...	6	0	0		
173. Fleming and Parsons' Road (Huon District).	100	0	0	5	1	2	84	15	2	89	16	4	11	8	11	...	...		
174. Hall's Track (Huon District).	200	0	0	3	12	10	113	10	7	117	3	5	87	0	0	...	...		
175. North Huon Road (Victoria to Upper Huon Settlements).	300	0	0	2	12	8	297	7	4	300	0	0	...	...	...	...	...		
176. Upper Mountain River Bridge to State School, Baker's Creek.	150	0	0	133	7	6	11	9	4	144	16	10	...	...	5	0	0		
177. Oates' Tramway to Mountain River Settlements.	300	0	0	195	5	2	104	14	10	300	0	0	...	...	...	...	...		
178. Knight's Road.	100	0	0	3	10	5	96	9	2	99	19	7	...	...	...	...	...		
179. Crabstick Road towards New Norfolk.	250	0	0	241	19	6	...	...	...	241	19	6	8	0	6	...	...		
180. Kingston to Leslie.	300	0	0	254	16	0	15	1	10	269	17	10	...	...	30	0	0		
182. Lymington to Settlements over Tier.	300	0	0	299	5	4	0	14	8	300	0	0	...	...	...	...	...		
183. Scanlon's Road.	100	0	0	88	3	6	11	16	6	100	0	0	...	...	...	...	...		
184. Baker's Creek, South side, into Crown Land.	100	0	0	0	7	0	11	15	8	12	2	8	85	0	0	...	...		
187. Baker's Creek, north side, to Talbot.	103	15	0	50	16	1	49	3	11	100	0	0	...	...	...	...	...		
188. Sandfly to Longley.	400	0	0	4	6	4	395	2	11	399	9	3	...	...	...	...	...		
189. Golden Valley Road.	300	0	0	103	0	10	196	19	2	300	0	0	...	...	...	...	...		
190. Guy's Road into Crown Lands.	200	0	0	10	10	1	53	3	3	63	13	4	118	0	0	18	0	0	
191. Woodcock Road.	200	0	0	135	16	9	61	10	7	197	7	4	...	...	...	...	...		
192. Irish Town Road.	300	0	0	61	19	9	216	0	8	278	0	5	15	0	0	6	0	0	
193. Wattle Grove Road.	350	0	0	187	15	1	100	2	5	287	17	6	58	0	0	4	0	0	
194. Gardner's Bay to Peppermint Bay.	400	0	0	117	8	10	279	5	1	396	13	11	...	...	...	...	...		
195. Cradoc Hill to Sandfly (Cradoc Road, Woodstock).	200	0	0	3	3	1	175	12	1	178	15	2	9	10	1	11	0	0	
196. Adventure Bay, South Bruni.	200	0	0	171	18	10	28	1	2	200	0	0	...	...	...	...	...		
197. Margate to Longley.	400	0	0	178	15	7	221	4	5	400	0	0	...	...	...	...	...		
198. From Main Road, Port Cygnet, to Harrison's Jetty.	350	0	0	9	5	2	321	2	5	330	7	7	15	0	0	4	0	0	
199. Huon Bridge to She-oak Hills.	300	0	0	110	19	9	173	8	11	284	8	8	...	...	15	0	0		
200. Upper Huon Valley Road (Christie's).	150	0	0	1	4	6	3	0	0	4	4	6	...	...	145	0	0		
201. New Road, Franklin.	300	0	0	85	7	9	214	12	3	300	0	0	...	...	...	...	...		

202. Woolley's Road.	100 0 0	86 6 1	13 9 5	99 15 6			
203. Swamp Road.	150 0 0	...	9 9 5	9 9 5	140 0 0		
204. Jackson's Road (Lower).	100 0 0	4 11 0	95 9 0	100 0 0			
205. Chitty's Road.	200 0 0	9 10 4	188 14 1	198 4 5	10 6 7		
206. Castle Forbes Bay (proper).	150 0 0	12 13 9	137 6 3	150 0 0			
207. Jackson's Road (proper).	100 0 0	...	59 0 4	59 0 4	14 0 0	26 0 0	
208. Watson's Road and Temperance Lane.	100 0 0	92 14 4	7 5 8	100 0 0			
210. Arve Road.	200 0 0	99 17 6	100 2 6	200 0 0			
211. Scott's Rivulet Road.	150 0 0	134 7 1	15 7 8	149 14 9			
212. Donnelly's Road.	100 0 0	8 0 6	91 19 6	100 0 0			
213. Doody's Road.	100 0 0	69 3 9	30 17 3	100 1 0			
214. Surges' Bay to Port Esperance.	700 0 0	87 3 2	22 17 0	110 0 2	507 7 6	82 0 0	
215. Flower-pot to Police Point, (Adelaide to Brooks' Bay).	200 0 0	18 18 9	181 1 3	200 0 0	17 0 0		
216. Esperance into Crown Lands.	400 0 0	14 9 0	196 4 2	210 13 2	8 3 0	81 0 0	
217. Esperance to Glenburvie, including Bridge and Approach.	300 0 0	14 3 5	285 16 7	300 0 0			
218. Hopetown to Rameina.	150 0 0	...	5 0 0	5 0 0	145 0 0		
219. Rutherford Road.	100 0 0	69 12 10	30 7 2	100 0 0			
220. Rameina to Folkstone, (Folkstone to Esperance and Southport Road).	150 0 0	...	11 8 0	11 8 0	134 0 0	4 0 0	
221. Rameina to Hastings.	300 0 0	6 11 9	57 7 11	63 19 8	241 0 0		
222. Hastings to Southport.	200 0 0	5 4 4	113 11 1	118 15 5	10 8 9	70 0 0	
223. Southport to Lady's Bay	100 0 0	14 0 1	4 12 0	18 12 1	...	81 0 0	
224. Hastings to Recherche.	150 0 0	12 14 8	5 12 11	18 7 7	22 0 0	109 0 0	
225. Hall's Road, Upper Huon Valley.	150 0 0	137 1 9	12 18 1	150 0 0			
226. Smyley's Road, back of Franklin.	100 0 0	1 4 4	12 6 4	13 10 8	...	86 0 0	
<i>52 Vict. No. 66.</i>							
25. Roads generally, contingencies, and unforeseen works, (including purchase).	500 0 0	373 1 7	46 16 6	419 18 1	....	80 0 0	
<i>53 Vict. No. 50.</i>							
1. Black River Bridge to Detention.	300 0 0	2 0 0	286 8 8	288 8 8	9 15 9		
2. Detention to Sisters' Creek.	300 0 0	2 7 1	297 12 11	300 0 0			
3. Sisters' Creek to Coosee Creek.	200 0 0	3 2 10	176 17 2	180 0 0	...	20 0 0	
4. Main Coast Road, west Penguin Township, from the Pine Road.	250 0 0	5 16 1	...	5 16 1	...	244 0 0	
5. Torquay to Northdown.	500 0 0	42 4 11	456 7 10	498 12 9			
6. Railton to Sheffield, (Turnbull's Hill).	700 0 0	7 18 9	671 2 7	679 1 4	...	20 0 0	
7. Launceston to Beaconsfield.	1000 0 0	8 1 2	16 14 5	24 15 7	150 0 0	825 0 0	
8. Lisle Road to Scottsdale, Tucker's Corners.	250 0 0	7 1 0	62 15 3	69 16 3	17 13 0	162 0 0	
9. Scottsdale to Ringarooma.	600 0 0	6 7 6	593 12 6	600 0 0			
10. Braxholm Lane.	200 0 0	6 19 11	192 19 10	199 18 9			
11. George's Bay to Lottah.	500 0 0	1 2 6	332 12 2	333 14 8	167 0 0		
12. Searle's Corners to Swansea, (Runnymede to Little Swanport).	800 0 0	14 5 0	702 17 10	717 2 10	80 0 0		
13. Little Swanport to Swansea.	300 0 0	17 18 0	272 10 10	290 8 10	9 11 2		

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
14. Hobart to Leslie.	500	0	0	398	8	2	101	11	10	500	0	0								
15. Kingston to Oyster Cove.	500	0	0	10	7	1	353	17	9	364	4	10	42	11	6	93	0	0		
16. Oyster Cove to Gordon.	500	0	0	10	18	2	363	10	1	374	8	3	86	11	5	39	0	0		
17. Victoria to Balfe's Hill.	200	0	0	5	16	4	114	10	2	120	6	6	...			79	0	0		
18. Huon Bridge to Franklin.	150	0	0	...			1	12	0	1	12	0	...			148	0	0		
<i>53 Vict. No. 50, Schedule 2.</i>																				
1. Kingston Main Road, from City Boundary through Sandy Bay (High-street).	200	0	0	163	2	0	27	10	6	190	12	6	9	7	6					
2. Geeves Town to Hospital Bay.	300	0	0	...			293	13	10	293	13	10	6	6	2	...				
<i>53 Vict. No. 51.</i>																				
1. Montagu to Duck River.	350	0	0	7	5	10	218	11	2	225	17	0	60	11	6	63	0	0		
2. Montagu Jetty to Settlement.	200	0	0	3	9	8	194	11	5	198	1	1	25	12	6	...				
3. South Road to Montagu.	150	0	0	2	5	0	146	10	3	148	15	3								
4. Smithton to Scott's Town.	250	0	0	12	5	8	237	14	4	250	0	0								
5. Smithton to Irish Town.	200	0	0	36	12	0	159	13	0	196	5	0	...			3	0	0		
6. Stanley to Smithton.	300	0	0	39	14	2	260	5	10	300	0	0								
7. Montagu to Pieman.	300	0	0	...			141	1	8	141	1	8	199	10	6					
8. South Road, Circular Head.	400	0	0	1	8	7	113	5	9	114	14	4	285	5	8					
9. Back Line Road, Circular Head.	250	0	0	5	18	9	244	1	3	250	0	0								
10. Murray's Road, Circular Head.	250	0	0	2	11	9	290	18	0	233	9	9	...			16	0	0		
11. From Main Road to Jacobs' Boat Harbour.	100	0	0	1	1	0	15	12	4	16	13	5	17	8	5	65	0	0		
12. Wynyard to Table Cape.	500	0	0	205	11	4	283	18	5	489	9	9	12	0	0	...				
13. Wynyard to Selections <i>via</i> Big Creek.	100	0	0	1	4	9	93	11	5	94	16	2	4	0	0	1	0	0		
14. Calder Road.	400	0	0	0	12	0	360	11	6	361	3	6	36	8	0	2	0	0		
15. Wynyard to Waratah.	1000	0	0	256	18	8	619	16	10	876	15	6	362	17	9					
16. Waratah to Heazlewood.	7000	0	0	2663	15	4	3805	14	4	6469	9	8	530	10	4					
17. Cam, <i>via</i> Seabrook, to Mount Hicks.	300	0	0	108	7	3	191	12	9	300	0	0								
18. Cam Road West.	500	0	0	220	15	4	270	9	7	491	4	11	...			8	0	0		
19. Cam, East Side, to Moreville Road.	200	0	0	4	19	2	162	18	6	167	17	8	62	2	6					
20. Moreville Road.	300	0	0	109	15	8	78	18	4	188	14	0	102	7	7	8	0	0		
21. New Country Road, Emu Bay.	500	0	0	3	6	0	373	17	0	377	3	0	122	17	0					
22. Stowport Road, south.	400	0	0	5	15	6	385	6	11	391	2	5	58	15	0					
23. Branch to lots east of Chasm Creek.	350	0	0	2	16	5	347	1	1	349	17	6								
24. Stowport Road, west to Atkinson's and others.	300	0	0	3	12	5	262	12	5	266	4	10	40	0	0					
25. Blyth Road and branch to Selections of Walmsley and others.	300	0	0	0	10	9	10	8	9	10	19	6	165	0	0	124	0	0		
26. Zigzag Road.	200	0	0	5	0	7	194	5	3	199	5	10								
27. Deviation Pine Road from Main Road.	500	0	0	5	12	8	167	7	1	172	19	9	220	0	0	107	0	0		
28. Branch Pine Road (to Blythe).	500	0	0	22	18	10	374	7	3	397	6	1	123	0	0					
29. M'Hugh's Road.	400	0	0	...			9	4	3	9	4	3	390	0	0					
30. Iron Cliff Road.	300	0	0	...			...			123	8	4	68	0	0	108	0	0		

31. South Road, Leven.	300 0 0	12 10 0	203 17 1	216 7 1	8 11 11	75 0 0
32. North Motton Road.	600 0 0	195 1 8	590 12 6	605 14 2		
33. North Motton Road, branch Revell's Creek to Manning's Wharf.	150 0 0	1 11 10	0 14 0	2 5 10	147 14 0	
34. North Motton Road, Branch to Allison's, <i>via</i> Aldersea's.	150 0 0	49 19 7	18 18 0	68 17 7	...	81 0 0
35. Gunn's Plains Road, River Route, <i>via</i> Marshall's.	500 0 0	8 8 9	300 6 10	308 15 7	15 0 0	176 0 0
36. Lower Gawler Road, Extension from end of metal Southwards.	100 0 0	2 5 2	97 14 10	100 0 0		
37. Gawler Road, Extension Southwards.	500 0 0	...	9 12 8	9 12 8	...	490 0 0
38. Morton Township to Castra Road.	200 0 0	...	4 0 7	4 0 7	197 0 0	
39. Castra Road, Branch to Payne's, and Branch to Clarke's Plains.	150 0 0	1 17 10	115 15 7	117 13 5	...	32 0 0
40. East Castra Road, Main Line, and East Castra Road, Branch to Dooley's Plains.	600 0 0	6 9 10	531 19 8	538 9 6	68 0 0	
41. Nietta Road.	500 0 0	1 13 1	498 6 11	500 0 0		
42. Road to Kindred Road Siding.	700 0 0	1 1 3	644 1 2	645 2 5	16 4 0	38 0 0
43. Kindred Road Extension Westwards to Counsel's.	200 0 0	...	139 15 9	139 15 9	63 0 0	
44. Kindred Road, Branch to Jordan's.	200 0 0	1 2 7	196 12 1	197 14 8	2 0 0	
45. Kindred Road through Riggs' to Russell's.	100 0 0	2 4 7	96 12 11	98 17 6	...	1 0 0
46. Forth to Wilmot.	400 0 0	3 1 8	114 0 2	117 1 10	...	282 0 0
47. Wilmot Road South from Bridge.	200 0 0	...	178 12 3	178 12 3	13 0 0	8 0 0
48. Wilmot towards Promised Land.	400 0 0	...	268 16 8	268 16 8	65 0 0	66 0 0
49. Hamilton-on-Forth to Leith.	300 0 0	1 2 6	298 3 1	299 5 7		
50. Hamilton and Barrington Road (North and South ends).	450 0 0	2 5 2	428 4 4	430 9 6	13 19 9	5 0 0
51. Barrington Road to Nook Road.	200 0 0	21 8 9	178 11 3	200 0 0		
52. Barrington Road, Cotton's Hill, (Completion).	400 0 0	111 9 1	159 4 9	270 13 10	22 15 0	106 0 0
53. Tarleton to Barrington Road.	500 0 0	52 16 5	447 1 6	499 17 11		
54. Tarleton to Melrose Creek.	500 0 0	58 16 1	421 15 11	480 12 0	...	19 0 0
55. Coal Mine Flat to Figure-of-Eight Creek.	500 0 0	2 0 2	461 6 5	463 6 7	47 15 0	
56. Sheffield to Nook.	250 0 0	1 9 3	235 4 7	236 13 10	...	13 0 0
57. Morse's Road to Sheffield.	100 0 0	1 7 9	90 19 5	92 7 2	...	7 0 0
58. From Main Road, Sheffield.	100 0 0	...	95 7 4	95 7 4	...	4 0 0
59. Shorey's Road to Back Settlement.	100 0 0	61 18 11	38 1 1	100 0 0		
60. Jackson's Road to junction of Promised Land.	200 0 0	83 19 6	126 9 4	210 8 10		
61. Promised Land Road, branch to Wilmot Settlement.	500 0 0	53 9 6	442 16 7	496 6 1	...	3 0 0
62. Promised Land Road (direct) to Back Settlements.	500 0 0	190 1 7	263 7 1	453 8 8	...	6 0 0
63. Paradise Road.	200 0 0	1 9 9	186 14 10	188 4 7	20 0 0	
64. To Beulah Settlements.	500 0 0	91 17 11	333 19 6	475 17 5		
65. Sheffield and Railton Road to New Bed.	200 0 0	7 0 4	193 19 8	200 0 0		
66. To Sunnyside Settlements.	250 0 0	36 16 11	206 10 1	243 7 0	...	6 0 0
67. Dynan's Bridge towards Paradise.	400 0 0	1 6 0	371 15 0	373 1 0	...	26 0 0

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
68. Fossil Bank Road.	150	0	0	2	4	9	136	16	8	139	1	5	7	0	0	3	0	0	
69. Fossil Bank to Native Rock.	100	0	0	22	1	11	77	10	8	99	12	7							
70. Sherwood Road.	200	0	0	2	14	0	196	10	1	199	4	1							
71. Pardoe Gate to Latrobe.	100	0	0	15	7	9	75	4	0	90	11	9	...			9	0	0	
72. Northdown to Burgess.	400	0	0	1	6	6	398	13	6	400	0	0							
73. Moriarty Road.	500	0	0	87	2	9	400	16	7	487	19	4	...			12	0	0	
74. Latrobe to Wesleyvale.	200	0	0	23	15	2	176	4	10	200	0	0							
75. Northdown to Moriarty.	300	0	0	34	4	9	265	15	3	300	0	0							
76. Green's Creek Road (direct).	300	0	0	107	18	6	191	4	1	299	2	7							
77. Green's Creek Road to Skelbrook.	300	0	0	80	14	6	219	5	6	300	0	0							
78. Sassafras Road to Junction.	200	0	0	92	17	6	107	3	6	200	0	0							
79. Sassafras Road, east.	250	0	0	127	19	10	116	17	1	244	16	11	...			5	0	0	
80. Whitefoord Hills Railway Station to Kimberley Railway Station and White Rock Bridge.	400	0	0	3	13	0	277	4	5	280	17	5	35	0	0	84	0	0	
81. Avenue Road.	350	0	0	...			74	9	7	74	9	7	143	0	0	132	0	0	
82. Rubicon to Parkham and Goodleigh.	400	0	0	...			309	19	1	309	19	1	20	0	0	70	0	0	
83. Tongataboo Road.	200	0	0	...			0	18	4	0	18	4	...			199	0	0	
84. Deloraine to Tongataboo Road.	400	0	0	1	1	11	2	14	5	3	16	4	...			396	3	8	
85. Deloraine to Reedy Marsh <i>via</i> Parkham and Crown Lands.	500	0	0	1	1	0	474	10	8	475	11	8	...			24	0	0	
86. Deloraine <i>via</i> Paddy's Scrub to Westbury.	500	0	0	8	3	1	387	11	5	395	14	6	...			104	0	0	
87. Main Road at Watch-house Hill and Road to Deloraine Railway Station.	400	0	0	252	19	9	148	0	3	400	0	0							
88. Black Creek Road from Mole Creek Road, southwards.	200	0	0	...			58	11	6	58	11	6	86	12	9	54	0	0	
89. Jackey's Marsh Road and Bridge over Jackey's Creek.	600	0	0	4	18	9	51	14	7	56	13	4	224	19	0	318	0	0	
90. Deloraine to Quamby Bluff.	500	0	0	3	13	7	253	12	0	257	5	7	27	0	0	215	0	0	
91. Early Rises to Westbury.	200	0	0	1	0	7	43	12	3	44	12	10	150	0	0				
92. Westbury <i>via</i> Egmont, Black Sugar Loaf, to Frankford and Glengarry.	800	0	0	5	6	8	467	9	7	472	16	3	255	2	6	72	0	0	
93. Black Sugar Loaf <i>via</i> Maley's to Frankford.	300	0	0	1	0	7	119	0	5	120	1	0	8	4	0	171	0	0	
94. Hagley to Beaconsfield <i>via</i> M'Kinnon's Bridge.	400	0	0	2	12	5	2	8	6	5	0	11	531	0	0	63	0	0	
95. Upper Liffey Road.	300	0	0	...			200	0	0	200	0	0	100	0	0				
96. Glengarry to South Winkleigh.	100	0	0	...			2	18	0	2	18	0	95	0	0	2	0	0	
97. Bridgenorth Road.	300	0	0	...			7	6	10	7	6	10	203	3	0	89	0	0	
98. Winkleigh to Kelly's Look-out.	100	0	0	...			4	8	6	4	8	6	77	0	0	18	0	0	
99. Winkleigh to Beaconsfield <i>via</i> Flowery Gully.	500	0	0	...			9	19	7	9	19	7	...			490	0	0	
100. Frankford to Cotton's Hill.	200	0	0	...			23	0	6	23	0	6	196	0	0				
101. Beaconsfield to Cotton's Hill.	400	0	0	173	13	8	12	14	6	186	8	2	220	0	0				
102. Beauty Point Jetty to York Town.	150	0	0	1	1	0	156	13	7	157	14	7							

103. West Tamar Road to Winkleigh.	400	0	0	1	10	0	107	2	2	108	12	2	291	0	0			
104. Deviation, Frankford Road, (Blade's Hill).	500	0	0	3	18	9	12	9	7	16	8	4	...			483	0	0
105. Corniston to Ecclestone.	300	0	0	...			5	13	1	5	13	1	140	14	5	153	0	0
106. Westwood to Rosevale.	300	0	0	3	15	0	289	2	8	292	17	8	8	0	0			
107. Frankford to Heidelberg.	400	0	0	1	16	8	276	11	11	278	8	7	21	14	0	99	0	0
108. Franklin Village to Cleveland.	700	0	0	...			502	18	3	502	18	3	197	1	9			
109. Cleveland to Ross.	500	0	0	...			306	19	6	306	19	6	193	0	6			
110. Ross to Tunbridge.	300	0	0	...			118	1	5	118	1	5	181	18	7			
111. Prosser's Forest Road from Piper's River Road.	300	0	0	3	13	2	65	4	7	68	17	9	19	17	0	211	0	0
112. Piper's River Road.	600	0	0	8	2	7	482	5	10	490	8	5	77	0	0	32	0	0
113. Lilydale to Second Railway Crossing, Turner's Marsh.	400	0	0	...			204	0	0	204	0	0	168	14	1	27	0	0
114. Doak's Road.	500	0	0	1	15	4	318	10	4	320	5	8	...			179	0	0
115. Wilson's Road to Lilydale Station, Scottsdale Railway.	500	0	0	3	1	1	466	7	2	469	8	3	30	0	0			
116. Paling Track, west from Hall's Track.	300	0	0	...			25	8	9	25	8	9	70	0	0	204	0	0
117. Turner's Road, west from Hall's Track.	200	0	0	2	0	0	115	16	6	117	16	6	5	9	4	76	0	0
118. Piper's River Railway Station (via Windsor's Lane) to Alford Road.	800	0	0	21	6	6	625	16	6	647	3	0	36	11	8	116	0	0
119. Lefroy to Alford (Trooper's Track).	600	0	0	0	7	0	42	13	5	43	1	5	556	0	0			
120. Lefroy to Back Creek.	300	0	0	1	4	0	298	16	0	300	0	0						
121. George Town to Lighthouse Reserve.	200	0	0	0	16	0	141	18	1	142	14	1	9	0	0	48	0	0
122. George Town to Public Cemetery.	150	0	0	0	15	0	55	18	8	56	13	8	...			93	0	0
123. St. Patrick's River Road.	200	0	0	...			94	18	8	94	18	8	105	0	0			
124. Lower Piper to Denison Railway Station.	250	0	0	...			89	6	8	89	6	8	114	15	0	45	0	0
125. Golconda Station to Davis's, Hopkins', and others.	250	0	0	8	6	0	170	11	0	178	17	0	30	18	5	40	0	0
126. Golconda Station to Hall's Track.	300	0	0	15	9	8	260	18	11	276	8	7	12	13	6	10	0	0
127. From Lisle Township to Lisle Railway Station.	600	0	0	9	6	6	308	17	3	318	3	9	154	3	6	127	0	0
128. East bank of Little Forester River to Lisle Railway Station.	300	0	0	12	2	8	172	11	0	184	13	8	115	0	0			
129. West bank of Little Forester River to Lisle Railway Station.	400	0	0	20	9	3	301	16	9	322	6	0	10	8	0	67	0	0
130. Scottsdale west to Railway Station on Springfield Road.	800	0	0	35	4	0	188	5	11	223	9	11	559	8	0	17	0	0
131. Lester's Lane at Railway Crossing.	100	0	0	3	0	2	96	19	10	100	0	0						
132. Ringarooma Road to M'Gilp's and others.	100	0	0	...			25	15	0	25	15	0	70	11	0	3	0	0
133. Extension Burnside Road from John Bauld's to R. Jetson's.	100	0	0	4	12	4	95	7	4	100	0	0						
134. Scottsdale to Lyndhurst.	300	0	0	43	8	0	149	13	11	193	1	11	...			106	0	0
135. Springfield towards Bridport.	200	0	0	6	3	6	184	18	1	191	1	7	9	0	0			
136. Scottsdale towards Jessop's and others.	100	0	0	...			85	7	5	85	7	5	4	12	4	10	0	0
137. Upper Brid Road.	200	0	0	...			169	3	10	169	3	10	8	8	6	22	0	0
138. Ringarooma to Mathinna.	500	0	0	0	14	0	363	9	7	364	3	7	71	2	0	64	0	0
139. Ringarooma to Maurice Town Reserve.	300	0	0	...			233	6	2	233	6	2	...			66	0	0
140. Ringarooma to Selections of Hocking's and others.	200	0	0	...			66	0	9	66	0	9	25	0	0	108	0	0

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
141. Mount Victoria Road to Settlement near New River.	200	0	0	...			183	3	4	183	3	4				16	0	0	
142. Branhholm <i>via</i> Brothers' Home to Moorina.	1200	0	0	...			1199	7	10	1199	7	10							
143. Branhholm to Moorina direct.	800	0	0	11	3	6	536	8	11	547	12	5	185	5	5	67	0	0	
144. Moorina to Ringarooma Port—Moorina to Davey's Creek.	400	0	0	3	17	0	373	19	2	377	16	2	18	12	0	3	0	0	
145. West Mount Cameron to Ringarooma Port.	400	0	0	3	17	0	264	5	10	268	2	10	83	0	0	48	0	0	
Moorina to Gladstone—																			
146. Davey's Creek to Pioneer.	700	0	0	...			470	11	0	470	11	0	45	5	6	184	0	0	
147. Pioneer to Gladstone.	1000	0	0	...			765	12	6	765	12	6	93	19	6	140	0	0	
148. Gladstone to Ringarooma Port.	300	0	0	...			236	1	5	236	1	5	35	2	3	28	0	0	
149. Weldborough to Moorina.	600	0	0	12	18	0	587	2	0	600	0	0							
150. Slab Road Lottah to Blue Tier.	150	0	0	...			150	0	0	150	0	0							
151. South George's River to Agricultural Settlements.	400	0	0	...			260	8	6	260	8	6	139	0	0				
152. St. Mary's to German Town.	200	0	0	...			191	17	6	191	17	6	8	0	0				
153. Main Road to Picanini Point.	200	0	0	113	3	7	86	16	5	200	0	0							
154. St. Mary's to Four Mile Creek.	200	0	0	...			53	16	10	53	16	10	140	3	0				
155. Chain of Lagoons to Doctor's Creek.	400	0	0	6	9	0	355	0	0	361	9	0	...			38	0	0	
156. Fingal to Mathinna.	800	0	0	13	18	6	757	3	2	771	2	8	30	4	11				
157. To Ben Lomond Tin Mines.	500	0	0	...			179	12	3	179	12	3	377	18	6				
158. Bicheno to Seymour.	250	0	0	...			145	18	4	145	18	4	...			4	0	0	
159. Apsley to Bicheno.	500	0	0	4	10	0	493	18	8	498	8	8	...						
160. Swansea to Cranbrook.	500	0	0	4	2	0	445	11	6	449	13	6	...			50	0	0	
161. Swansea to Campbell Town.	500	0	0	146	4	0	356	16	0	500	0	0	...						
162. Buckland to Woodsdale Road.	300	0	0	...			3	12	0	3	12	0	...			296	0	0	
163. Runnymede to Woodsdale.	300	0	0	...			208	14	0	208	14	0	66	0	0	25	0	0	
164. Sandspits through Crown Lands.	300	0	0	2	1	0	5	10	0	7	11	0	...			292	0	0	
165. Nugent to Ragged Tier.	300	0	0	...			...			...			...			300	0	0	
166. Coppington to Bream Creek.	500	0	0	3	7	0	461	15	0	465	2	0	20	3	6	14	0	0	
167. Roads Ragged Tier east to Dunally—Old Beach to Brighton and Watson's Road (completion).	75	0	0	53	9	8	3	4	0	56	13	8	...			18	0	0	
168. Road from Ragged Tier Road west to Kellevie School and Selections.	100	0	0	3	10	0	84	2	0	87	12	0	...			12	0	0	
169. Forcett to Wattle Hill Road near School-house.	200	0	0	6	5	0	56	3	0	62	8	8	7	0	0	130	0	0	
170. Forcett to Carlton Road near Dodge's Ferry.	200	0	0	...			19	3	0	19	3	0	104	0	0	76	0	0	
171. Dodge's Ferry to Carlton Chapel.	300	0	0	3	10	0	125	9	6	128	19	6	180	14	9				
172. Finger-post to Jetty, Connelly's Marsh.	300	0	0	1	19	0	141	14	0	143	13	0	140	3	6	16	0	0	
173. Carnarvon to Taranna.	200	0	0	1	6	0	188	14	0	190	0	0	8	10	0				
174. Carnarvon to Wedge Bay.	500	0	0	6	18	0	426	15	3	433	10	3	66	9	9				
175. Wedge Bay to Cascades.	400	0	0	3	14	0	322	7	9	326	1	9	...			73	0	0	



176. Orietton to Sorell.	300 0 0	10 1 0	301 15 6	311 16 6		
177. Oatlands to Lakes Crescent and Sorell.	500 0 0	5 8 0	459 19 0	465 7 0	...	33 0 0
178. Parattah to Tunnack.	300 0 0	...	273 1 2	273 1 2	26 18 10	
179. Mount Seymour State School to Five-mile Marsh.	100 0 0	...	100 0 0	100 0 0		
180. Rumney's Hut to Jericho Siding.	200 0 0	...	2 19 4	2 19 4	191 0 0	6 0 0
181. Wattle Hill Road.	200 0 0	1 16 0	154 4 0	156 0 0	...	46 0 0
182. Woodsdale Road through Wagner's to Palmer's.	100 0 0	...	82 14 6	82 14 6	3 12 9	13 0 0
183. From Post Office, Tunnack, <i>via</i> Good Templars' Hall, to M'Auliffe's.	400 0 0	...	263 17 6	263 17 6	59 3 0	76 0 0
184. Rhyndaston from Railway Gates (northerly.)	200 0 0	2 16 0	188 17 8	191 13 8	10 10 3	
185. Jerusalem to Rhyndaston.	100 0 0	1 17 0	98 3 0	100 0 0		
186. Jerusalem to Tunnack.	400 0 0	2 19 0	237 4 1	240 3 1	159 16 11	
187. Spring Hill Bottom Road.	100 0 0	1 2 0	98 7 3	99 9 3		
188. Coal Mine Creek, <i>via</i> Hollow Tree, to Jericho	250 0 0	2 8 9	180 8 6	182 17 3	...	67 0 0
189. From Campania and Jerusalem Road to White Kangaroo Rivulet School.	300 0 0	0 14 6	3 3 0	3 17 6	...	296 0 0
190. From Richmond to Sorell <i>via</i> Black Hill and Brinktop	250 0 0	1 15 0	109 8 0	111 3 0	7 14 2	131 0 0
191. Sandford to Cambridge.	300 0 0	...	2 18 0	2 18 0	...	297 0 0
192. Between Ralph's Bay Causeway and Selections near Mortimer's Bay.	200 0 0	...	1 12 0	1 12 0	184 12 6	13 0 0
193. Sandford to South Arm.	100 0 0	...	79 8 3	79 8 3	11 12 0	8 0 0
194. From Jetty, Half Moon Bay, towards Derwent Light.	200 0 0	...	200 0 0	200 0 0		
195. From State School to Jetty, Half Moon Bay—Half Moon Bay Jetty towards north of South Arm.	200 0 0	...	0 12 0	0 12 0	...	199 0 0
196. From Brighton Station and Township to Tea Tree and Richmond.	150 0 0	...	130 18 6	130 18 6	11 0 0	8 0 0
197. From Main Road, Bagdad, to Broad Marsh.	100 0 0	...	...	...	...	100 0 0
198. Leading to Dromedary from Broad Marsh Road.	100 0 0	...	0 15 0	0 15 0	...	99 0 0
199. Metalling Bell-street from Football Ground to California-street.	100 0 0	0 10 0	94 15 7	95 5 7	4 14 5	
200. Newtown to Risdon Ferry.	250 0 0	139 17 6	120 2 6	250 0 0		
201. Improvements Foster-street, New Town.	210 0 0	...	102 15 4	102 15 4	97 0 0	
202. Glenorchy to Brighton.	250 0 0	...	234 10 8	234 10 8	15 9 4	
203. Melton to Jericho.	200 0 0	81 6 6	136 18 1	218 4 7		
204. Jericho to Oatlands.	300 0 0	88 10 8	211 9 4	300 0 0		
205. Oatlands to Tunbridge.	500 0 0	10 14 9	501 2 9	511 17 6		
206. Coady's Road.	100 0 0	1 4 0	103 4 6	104 8 6		
207. Maguire's Road.	100 0 0	2 4 0	97 16 0	100 0 0		
208. Road towards Collins' Cap.	100 0 0	0 6 0	101 7 9	101 13 9		
209. Branch Road to Redfern's, Appledorf's, Darko's, and others.	200 0 0	21 12 5	180 4 3	201 16 8		
210. Molesworth School, Sorell Creek, to Bismarck.	150 0 0	2 2 11	147 17 1	150 0 0		

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
211. From Rivulet near Molesworth School up Mount Faulkner and Ford's Gully.	100	0	0	1	8	6	76	8	0	77	16	6	17	0	0	5	0	0	
212. Sorell Creek to Glen Dhu Farm.	100	0	0	1	16	0	99	2	0	100	18	0							
213. Upper Chestnut-street, Lachlan, to Myrtle Falls Rivulet.	150	0	0	1	0	6	140	11	6	141	12	0	...			8	0	0	
214. Lachlan to Swamp Gum Hill.	100	0	0	...			5	7	5	5	7	5	35	19	9	58	0	0	
215. Lachlan Village to Track to Huon.	200	0	0	...			1	0	0	1	0	0	...			199	0	0	
216. Bridgewater to New Norfolk.	150	0	0	18	18	6	133	2	6	152	1	0							
217. New Norfolk to Glenora.	350	0	0	61	17	9	97	1	1	158	18	10	191	1	2				
218. New Norfolk to Macquarie Plains.	250	0	0	144	6	9	103	17	8	248	4	5	1	15	7				
219. Glen Fern Road.	800	0	0	674	19	9	126	0	3	800	0	0							
220. Glen Fern Road to Mount Lloyd and Selections.	150	0	0	4	5	6	13	18	6	18	4	0	130	0	0				
221. From Plenty Railway Station to Selections eastern side Native Tier.	150	0	0	...			...			...			...			150	0	0	
222. Uxbridge up Gobbey's Creek to C. Clark's Selection.	300	0	0	11	19	1	262	3	0	274	2	1	39	5	0				
223. From Selections of Rayner's and others to Uxbridge Road.	100	0	0	2	7	8	74	7	10	76	15	6	...			24	0	0	
224. Upper Russell's Falls from Belcher's to Marriott's Selections.	500	0	0	103	0	0	384	0	8	487	0	8	...			12	0	0	
225. Schoolhouse, Fentonbury, to Selections westwards.	100	0	0	...			86	2	0	86	2	0	13	7	0				
226. Hollow Tree <i>via</i> Peckham Vale to Arundel Station.	500	0	0	...			...			...			...			500	0	0	
227. Lane's Tier Road.	300	0	0	...			214	9	2	214	9	2	51	18	0	33	0	0	
228. Victoria Valley to Lake Echo.	200	0	0	...			137	6	6	137	6	6	58	0	0	4	0	0	
229. Bothwell to Hollow Tree.	200	0	0	...			8	7	8	8	7	8	194	12	0				
230. Alma Tier to Ouse Bridge.	600	0	0	26	13	6	495	8	0	522	1	6	115	0	0				
231. Branch to Little Lake at north-east end of Great Lake.	400	0	0	...			...			...			...			400	0	0	
232. Marlborough to Linda.	1000	0	0	663	17	7	371	5	5	1035	3	0							
233. Long Bay to Lynch's.	2000	0	0	1478	4	11	524	0	1	2002	5	0							
234. Lynch's to Linda.	500	0	0	1	13	4	45	10	6	47	3	10	...			452	0	0	
235. Reminé to Zeehan.	4000	0	0	2860	9	2	1178	10	10	4039	0	0							
236. Strahan Road (16th mile) to Honeysuckle Plains and Mount Lyall.	1000	0	0	79	11	4	918	14	2	998	5	6	34	3	0				
237. Approach to Beach, west end, and Improvement, Maryville Esplanade.	250	0	0	39	3	0	210	17	0	250	0	0							
238. Ridgeway to Waterworks Road.	200	0	0	50	16	0	149	4	0	200	0	0							
239. Proctor's Road, continuation to Fitzroy's.	200	0	0	38	12	0	159	17	6	198	9	6							
240. Fern Tree to Summerleas.	125	0	0	31	10	0	88	15	9	120	5	9	4	14	3				
241. Watchorn's Hill to Summerleas.	100	0	0	...			100	0	0	100	0	0							

242. North West Bay to Leslie, near Worsley's.	200	0	0	...	1	17	4	1	17	4	165	1	5	33	0	0		
243. Great Oyster Cove to Nicholls' Rivulet.	200	0	0	0	10	0	...	0	10	0	36	0	0	163	0	0		
244. From Main Road near Bates' Bridge to Sculthorpe's and others.	100	0	0	0	12	0	99	8	0	100	0	0						
245. Dowsing's Road near Peppermint Bay.	100	0	0	2	7	0	97	13	0	100	0	0						
246. Peppermint Bay to Gardiner's Bay.	200	0	0	49	0	10	150	19	2	200	0	0						
247. Long Bay Jetty to Main Road.	100	0	0	50	1	7	49	18	5	100	0	0						
248. Daly's Road.	100	0	0	2	3	8	97	16	4	100	0	0						
249. Cox's Road.	100	0	0	2	10	0	96	17	5	99	7	5						
250. Gordon to Crown Lands.	100	0	0	3	0	0	96	18	1	99	18	1						
251. Gordon to Garden Island Creek.	200	0	0	5	17	6	204	10	4	210	7	10						
252. Bruni Island, Daniel's Bay to Settlement.	200	0	0	0	8	0	199	12	0	200	0	0						
253. Bruni Island, from Adventure Bay Jetty (Gray's) to Crown Lands.	200	0	0	2	17	4	187	18	8	190	16	0	...	9	0	0		
254. Garden Island Jetty to back country.	250	0	0	2	4	5	230	18	7	233	3	0	27	14	0			
255. Merchant's Road from Randall's Bay.	150	0	0	...			52	14	2	52	14	2	77	1	11	20	0	0
256. Deep Bay to Garden Island Creek.	300	0	0	...			88	5	1	88	5	1	7	2	0	204	0	0
257. Gardiner's Bay Bridge to Deep Bay.	200	0	0	...			6	7	2	6	7	2	...			193	0	0
258. Gardiner's Bay Road from Bunny's Bottom to Cowen's.	200	0	0	...			102	18	7	102	18	7	92	16	1	4	0	0
259. Continuation Irish Town Road.	200	0	0	...			15	3	0	15	3	0	...			184	0	0
260. The Galleries Road.	100	0	0	...			...			...			...			100	0	0
261. Coast Road to Crooked Tree Point Jetty.	100	0	0	...			69	8	8	69	8	8	34	11	6			
262. Guy's Road.	100	0	0	...			100	0	0	100	0	0						
263. Scanlon's Road (continuation).	100	0	0	...			77	15	10	77	15	10	4	8	5	17	0	0
264. Dillon's Road.	100	0	0	...			11	5	3	11	5	3	...			88	0	0
265. Port Cygnet to Cradoc Hill.	250	0	0	...			9	7	1	9	7	1	...			240	0	0
266. Port Cygnet to Lymington.	200	0	0	11	11	3	126	16	5	138	7	8	6	17	4	54	0	0
267. Lymington to Petchey's Bay.	200	0	0	...			161	15	3	161	15	3	14	5	6	23	0	0
268. Brabazon to Cradoc.	100	0	0	...			53	12	10	53	12	10	15	8	6	30	0	0
269. Wattle Grove Road to Petchey's Bay.	200	0	0	...			2	19	3	2	19	3	27	0	0	170	0	0
270. Wattle Grove to Lymington Jetty.	200	0	0	...			31	2	5	31	2	5	181	0	0			
271. Glazier's Bay and Port Cygnet Road through Inches' to Settlement.	200	0	0	...			8	19	10	8	19	10	...			191	0	0
272. Port Cygnet to Brown's Jetty.	200	0	0	...			145	3	10	145	3	10	...			54	0	0
273. From Main Road to Rourke's.	200	0	0	...			6	3	8	6	3	8	190	0	0			
274. Sandfly Road.	500	0	0	...			120	13	2	120	13	2	268	16	4	110	0	0
275. Roberts' to Leslie.	100	0	0	...			5	7	4	5	7	4	58	8	7	36	0	0
276. Hall's Track.	100	0	0	...			2	15	6	2	15	6	27	10	1	69	0	0
277. Stubbings' Road.	100	0	0	...			5	16	7	5	16	7	...			94	0	0
278. Maudesley's Road.	100	0	0	...			91	8	11	91	8	11	6	0	3			
279. Allen's Rivulet Road.	100	0	0	...			53	15	0	53	15	0	46	5	3			
280. Mountain River Bridge to Crown Lands.	150	0	0	...			8	11	4	8	11	4	140	0	0			
281. Main Huon Road at Vince's to Mountain River Range.	100	0	0	...			1	12	0	1	12	0	96	8	7			
282. New Road <i>via</i> Mountain River.	100	0	0	...			8	19	8	8	19	8	90	0	0			
283. Crabtree Road.	100	0	0	2	16	7	97	3	5	100	0	0						
284. Lightwood Gully Road.	100	0	9	...			94	16	5	94	16	5	...			5	0	0

<i>Heading.</i>	<i>Voted and authorised.</i>	<i>Amount expended as per last Return.</i>	<i>Expenditure since last Return.</i>	<i>Total Expenditure to 31st May, 1891.</i>	<i>Further Liabilities.</i>	<i>Balance available for further Expenditure.</i>	<i>Remarks.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
285. Palmer's Creek Road.	100 0 0	...	1 2 0	1 2 0	99 0 0		
286. Throckmorton Road, Huon.	100 0 0	2 11 0	97 9 0	100 0 0			
287. Newbon's Road.	100 0 0	...	90 10 1	90 10 1	13 18 10		
288. Sawyer's Creek Road.	100 0 0	3 18 7	96 1 5	100 0 0			
289. Upper Huon Road.	200 0 0	...	91 16 1	91 16 1	100 0 0	8 0 0	
290. Agnes-street (Victoria) to Jetty.	110 0 0	2 17 2	103 2 11	106 0 1			
291. Ranelagh Road to School, Mountain River.	108 0 0	2 4 0	103 6 4	105 10 4			
292. Judd's Creek Road.	100 0 0	...	83 11 8	83 11 8	14 5 6		
293. Jetty Southbridge to She-oak Hills.	400 0 0	...	13 9 1	13 9 1	380 0 0		
294. Huon Valley to Settlement (including Roberts' Road.)	350 0 0	...	203 6 5	203 6 5	189 0 0		
295. Donnelly's Road.	100 0 0	1 0 0	27 4 2	28 4 2	...	71 0 0	
296. New Road and Extension to Arve.	400 0 0	...	1 12 4	1 12 4	369 0 0	9 0 0	
297. Burgess's Road.	100 0 0	...	97 12 0	97 12 0	5 0 0		
298. Chitty's Road.	100 0 0	...	12 0 10	12 0 10	82 0 0	5 0 0	
299. Fluerty's Rivulet and Henzler's Road.	100 0 0	...	65 5 7	65 5 7	50 0 0		
300. Doody's Road.	100 0 0	...	100 0 0	100 0 0			
301. Castle Forbes and Crowther's Bay Roads.	300 0 0	...	153 3 5	153 3 5	70 0 0	76 0 0	
302. New Road to Settlements, Smyley's Road, and towards Hope Hill.	150 0 0	...	132 16 10	132 16 10	14 0 0	3 0 0	
303. M'Intosh's Road.	100 0 0	...	73 0 10	73 0 10	25 0 0		
304. Scott's Rivulet Road.	100 0 0	...	0 16 0	0 16 0	...	99 0 0	
305. Arve Road and extension into Crown Lands.	500 0 0	...	11 17 8	11 17 8	460 0 0	28 0 0	
306. Kermandie Valley Road.	200 0 0	...	149 5 1	149 5 1	40 0 0	10 0 0	
307. Adelaide to Brook's Bay.	200 0 0	...	8 10 6	8 10 6	12 2 11	179 0 0	
308. Cairns' Bay Road.	100 0 0	0 18 0	117 11 0	118 9 0	85 0 0		
	105 0 0						
309. Esperance Road to Snake Creek.	300 0 0	...	...	...	...	300 0 0	
310. Esperance to Scotts' Corner.	100 0 0	...	96 8 10	96 8 10	4 10 2		
311. To Crown Lands, vicinity Pulfer's Tram.	200 0 0	...	9 18 0	9 18 0	...	90 0 0	
312. Raminea to Hastings.	300 0 0	...	165 9 5	165 9 5	132 11 3		
313. Hastings to Southport.	200 0 0	1 12 8	130 6 0	131 18 8	9 0 0	59 0 0	
314. Hastings to Recherche.	200 0 0	...	...	...	...	200 0 0	
315. Southport to Lady's Bay.	150 0 0	...	...	...	...	150 0 0	
341. From 48th Mile to Latrobe.	350 0 0	...	...	...	...	350 0 0	
<i>54 Vict. No. 16.</i>							
1. Black River Bridge to Sisters' Creek.	500 0 0	...	6 12 1	6 12 1	221 0 0	272 0 0	
2. Through Ulverstone.	500 0 0	...	1 14 3	1 14 3	...	498 0 0	
3. Torquay to Northdown.	200 0 0	...	57 12 6	57 12 6	142 7 6		
4. Sheffield to Railton (including portion near Butts.)	250 0 0	...	249 18 8	249 18 8			
5. Widening Road through Trevallyn.	150 0 0	...	...	...	...	150 0 0	

6. Launceston to Beaconsfield.	850 0 0	...	2 16 10	2 16 10	847 3 2		
7. Scottsdale to Ringarooma.	500 0 0	...	208 5 9	208 5 9	301 15 0		
8. Branhholm Lane.	200 0 0	...	14 5 3	14 5 3	186 0 0		
9. George's Bay to Lottah.	500 0 0	...	14 13 2	14 13 2	482 10 0	2 0 0	
10. Swansea to Little Swanport.	700 0 0	...	225 0 0	225 0 0	475 0 0		
11. Spring Bay to Little Swanport.	200 0 0	...	...	...	176 0 0	24 0 0	
12. Campania to Swansea (Thumbs' Hill deviation.)	600 0 0	...	2 8 0	2 8 0	...	597 0 0	
13. Campania to Swansea (Paradise Road.)	600 0 0	...	600 0 0	600 0 0	...		
14. Oyster Cove to Gordon.	500 0 0	...	...	...	...	500 0 0	
15. Hobart to Leslie (widening)	500 0 0	...	415 17 4	415 17 4	84 2 8		
16. Leslie to Huon (through Longley.)	100 0 0	...	...	...	...	100 0 0	
17. Kingston Main Road, from City Boundary to 6th mile (subject to the proviso in Clause 3.)	650 0 0	...	619 15 11	619 15 11	30 4 1		
<i>54 Vict. No. 17.</i>							
1. Montagu to Pieman.	250 0 0	...	5 4 11	5 4 11	211 15 0	33 0 0	
2. Montagu Jetty to Settlement (south).	150 0 0	...	52 9 3	52 9 3	93 5 0	4 0 0	
3. South Road, Montagu.	150 0 0	...	3 11 6	3 11 6	139 10 0	6 0 0	
4. Smithton to Irish Town.	350 0 0	...	4 15 10	4 15 10	786 0 0	...	
5. Smithton to Scotch Town.	200 0 0	...	90 14 2	90 14 2	116 0 0		
6. Duck River to Christmas Hill.	200 0 0	...	4 19 5	4 19 5	187 0 0	8 0 0	
7. Smithton to Stanley.	300 0 0	...	7 5 8	7 5 8	254 2 10	38 0 0	
8. Murray's Road (Circular Head).	200 0 0	...	56 12 6	56 12 6	140 0 0		
9. Back Line Road (Circular Head).	250 0 0	...	4 6 1	4 6 1	245 0 0		
10. From Main Road to shipping place, Detention River.	100 0 0	...	4 16 9	4 16 9	95 0 0		
11. From Main Road to Jacobs' Boat Harbour.	100 0 0	...	5 2 6	5 2 6	...	94 0 0	
12. Flowerdale Road, west (Bassett's to Morton's)	250 0 0	...	11 9 11	11 9 11	202 0 0	36 0 0	
13. Wynyard to Table Cape.	400 0 0	...	1 9 0	1 9 0	398 0 0		
14. Wynyard to Selections <i>via</i> Big Creek.	150 0 0	...	1 12 3	1 12 3	...	148 0 0	
15. Calder Road.	200 0 0	...	79 0 3	79 0 3	112 9 0	8 0 0	
16. Wynyard to Waratah.	1000 0 0	...	16 10 6	16 10 6	31 0 0	952 0 0	
17. Cam <i>via</i> Seabrook to Mount Hicks.	250 0 0	...	40 7 8	40 7 8	138 11 0	71 0 0	
18. Cam Road, West	1000 0 0	...	522 18 11	522 18 11	435 0 0	42 0 0	
19. From Cam Road to Clarke's and others	200 0 0	...	86 10 5	86 10 5	91 1 8	22 0 0	
20. Waratah to Whyte River Bridge	1000 0 0	...	1000 0 0	1000 0 0	...		
21. Cam, East side, to Morville Road	200 0 0	...	15 13 11	15 13 11	138 0 0	46 0 0	
22. Morville Road (southwards)	350 0 0	...	6 1 10	6 1 10	293 18 2	50 0 0	
23. New Country Road (Emu Bay)	350 0 0	...	8 17 7	8 17 7	345 0 0		
24. Stowport Road	400 0 0	...	1 13 2	1 13 2	385 0 0	14 0 0	
25. Stowport Road, East of Chasm Creek, to Blythe Bridge	500 0 0	...	36 5 9	36 5 9	...	463 0 0	
26. Blythe Road	500 0 0	...	7 14 1	7 14 1	...	492 0 0	
27. Nine Mile Road	200 0 0	...	6 4 0	6 4 0	178 0 0	15 0 0	
28. Sulphur Creek Road, with Branch to M'Kenna's	200 0 0	...	...	...	...	200 0 0	

Further provision to be made.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
29. Zigzag Road	200	0	0	...			6	6	1	6	6	1	181	7	11	12	0	0	
30. Branch Pine Road (to Blythe)	800	0	0	...			364	15	4	364	15	4	434	0	0				
31. M'Hugh's Road	100	0	0	...			0	13	10	0	13	10	...			99	0	0	
32. South Road (Leven)	250	0	0	...			0	14	0	0	14	0	190	7	5	58	0	0	
33. From Reibey-street to Railway Station <i>via</i> Badger-street	100	0	0	...			0	16	8	0	16	8	...			99	0	0	
34. North Motton Road	300	0	0	...			90	17	9	90	17	9	121	0	0	88	0	0	
35. North Motton Road, Branch Revell's Creek to Manning's Wharf	100	0	0	...			4	0	1	4	0	1	100	0	0				
36. North Motton Road, Branch to Allison's <i>via</i> Aldersea's	200	0	0	...			4	8	5	4	8	5	100	0	0	95	0	0	
37. Branch Road through Hayes'	200	0	0	...			0	2	6	0	2	6	...			199	0	0	
38. Branch off North Motton Road to Hudson's and Eagle's	100	0	0	...			52	17	10	52	17	10	48	17	0				
39. Road to Brett's and others	150	0	0	...			19	6	5	19	6	5	136	0	0				
40. Lower Gawler Road (extension) and Branch off Lower Gawler Road to Rowlands'.	250	0	0	...			20	10	6	20	10	6	...			229	0	0	
41. Old Gawler Road.	250	0	0	...			7	13	4	7	13	4	...			242	0	0	
42. Gunn's Plains Road, River route	800	0	0	...			...			...			...			800	0	0	
43. Branch off East Castra Road to Wright's and others.	100	0	0	...			4	0	3	4	0	3	5	0	0	94	0	0	
44. Clarke's Plains Road and Branch Road to Payne's.	200	0	0	...			0	10	6	0	10	6	...			199	0	0	
45. East Castra Road.	300	0	0	...			48	18	6	48	18	6	239	0	0	12	0	0	
46. Branch to Dooley's Plains <i>via</i> Deyrah.	150	0	0	...			63	13	2	63	13	2	89	9	7				
47. Nietta Road.	500	0	0	...			202	15	9	202	15	9	215	8	1	81	0	0	
48. Morton to Castra Road (Kindred to East Castra Road.)	200	0	0	...			10	8	11	10	8	11	190	0	0				
49. Kindred Road extension.	500	0	0	...			124	18	7	124	18	7	355	0	0	20	0	0	
50. Kindred Road, through Riggs' to Russell's	200	0	0	...			12	9	10	12	9	10	202	5	0				
51. Branch, Simpson's Road.	100	0	0	...			10	13	10	10	13	10	89	6	3				
52. Road to Picket's and Lockheart's land.	100	0	0	...			2	11	11	2	11	11	97	0	0				
53. Branch to Hayes' and other Selections.	100	0	0	...			...			...			...			100	0	0	
54. Wilmot and Forth Roads, Branch to Promised Land.	150	0	0	...			...			...			...			150	0	0	
55. Upper Wilmot to Forth Bridge, at Promised Land.	250	0	0	...			0	7	0	0	7	0	...			249	0	0	
56. Hamilton-on-Forth to Leith Station.	600	0	0	...			338	6	7	338	6	7	14	5	1	247	0	0	
57. Hamilton Hill to Barrington (south end)	250	0	0	...			28	1	10	28	1	10	246	2	4				
58. From Barrington Road, Medcraft's Hill, towards Melrose Creek.	250	0	0	...			86	1	7	86	1	7	240	7	8				
59. Tarleton to Nook and Barrington.	150	0	0	...			35	0	10	35	0	10	98	7	10	16	0	0	
60. Don to Forth (M'Crow's Hill.	200	0	0	...			92	3	5	92	3	5	107	16	7				

61. Don Bridge to Don Post Office.	200	0	0	...	29	3	10	29	3	10	168	17	10	1	0	0
62. Melrose Creek Road.	250	0	0	...	5	11	5	5	11	5	247	0	0			
63. Coal Mine Flat to Figure-of-Eight Creek.	500	0	0	...	310	7	9	310	7	9	162	0	0	27	0	0
64. Nook to Sheffield.	200	0	0	...	72	19	1	72	19	1	126	3	6			
65. From junction of Barrington and Sheffield Road to Settlements <i>via</i> White Hawk Creek.	100	0	0	...	100	0	0	100	0	0						
66. Morse's Road to Back Settlement.	100	0	0	...	101	2	0	101	2	0						
67. Shorey's Road to Back Settlement.	150	0	0	...	23	14	1	23	14	1	101	17	10	24	0	0
68. From Promised Land Road to Back Settlement, <i>via</i> Manley's and Pease's	100	0	0	...	100	0	0	100	0	0						
69. Promised land to Wilmot.	250	0	0	...	67	17	5	67	17	5	231	6	3			
70. Promised Land Road (direct) to Back Settlement.	500	0	0	...	204	5	0	204	5	0	279	16	6	15	0	0
71. From Sheffield Main Road at Spring-street junction southward.	100	0	0	...	100	0	0	100	0	0						
72. Paradise Road.	100	0	0	...	101	1	6	101	1	6						
73. Kimberley's Ford to Star of the East Claim. (Paradise).	200	0	0	...	41	8	9	41	8	9	150	0	0	9	0	0
74. Dick Low's Bridge southwards to Shadyside.	100	0	0	...	65	10	3	65	10	3	45	4	5			
75. Sunnyside Road to Back Settlement.	100	0	0	...	3	8	10	3	8	10				96	0	0
76. From Sheffield and Railton Road to New Bed.	200	0	0	...	55	14	8	55	14	8	133	0	0	11	0	0
77. From Railton Station to Back Settlement, New Bed, <i>via</i> Alford's.	200	0	0	...	52	8	11	52	8	11	148	10	0			
78. Dulverton Siding to Back Settlement.	100	0	0	...	56	14	2	56	14	2	38	15	1	4	0	0
79. Latrobe to Railton.	150	0	0	...	29	8	2	29	8	2	93	7	0	27	0	0
80. Sassafras Road, east.	250	0	0	...	210	11	9	210	11	9	41	6	9			
81. Fossil Bank Road.	100	0	0	...	2	8	6	2	8	6	80	0	0	17	0	0
82. Green's Creek Road to Skelbrook's Road, (Green's Creek end).	100	0	0	...	29	3	4	29	3	4	70	16	8			
83. Old Deloraine Road from Latrobe southwards	100	0	0	...	63	0	9	63	0	9	37	0	0			
84. Chapel Road, (Wesleyvale).	100	0	0	...	7	10	8	7	10	8	99	0	0			
85. Moriarty Road to Burke's Bridge.	250	0	0	...	65	12	3	65	12	3	175	18	0			
86. Road Kimberley Station to Blackmore.	300	0	0	...	7	1	9	7	1	9	99	10	0	193	0	0
87. Whiterock Bridge to Whiteford Hill Railway Station.	300	0	0	...	3	12	6	3	12	6				296	0	0
88. Parkham <i>via</i> Tongataboo to Deloraine.	250	0	0	...	0	15	7	0	15	7				249	0	0
89. Parkham Road through Settlement.	300	0	0	...	...			...						300	0	0
90. Road north of Quamby Bluff.	150	0	0	...	7	1	11	7	1	11	113	5	11	29	0	0
91. Deloraine to Quamby Bluff.	250	0	0	...	...			...						250	0	0
92. Deloraine to Quamby Brook.	250	0	0	...	...			...						250	0	0
93. Jackey's Marsh Road.	100	0	0	...	0	7	2	0	7	2				99	0	0
94. Deloraine <i>via</i> Paddy's Scrub to Westbury.	250	0	0	...	...			...						250	0	0
95. Westbury to Early Rises.	150	0	0	...	0	7	2	0	7	2	149	10	0			
96. Cluan to Upper Liffey.	300	0	0	...	...			...						300	0	0
97. Hagley to Knight's Bridge Approach.	200	0	0	...	77	8	4	77	8	4	121	5	0	1	0	0
98. From Exton Bridge to Reedy Marsh.	500	0	0	...	...			...						500	0	0
99. Westbury <i>via</i> Black Sugar Loaf to Frankford	500	0	0	...	98	13	10	98	13	10	344	9	7	56	0	0

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
100. From Beaconsfield Road to South Frankford Road.	200	0	0	...	...	...	...	...	...	...	...	...	...	...	200	0	0		
101. Frankford to Cotton's Hill.	300	0	0	...	...	...	0	7	2	0	7	2	73	9	2	226	0	0	
102. Westwood to Rosevale.	300	0	0	...	...	...	2	7	2	2	7	2	302	12	3				
103. Bridgenorth Roads, north and south.	400	0	0	...	...	...	0	8	9	0	8	9	...	...	399	0	0		
104. Cormiston to Ecclestone.	400	0	0	...	...	...	7	8	8	7	8	8	...	...	392	0	0		
105. Glengarry to Rosevale.	200	0	0	...	...	...	4	5	11	4	5	11	...	...	195	0	0		
106. Glengarry to South Winkleigh Road.	100	0	0	...	...	...	...	...	...	...	...	73	2	6	26	0	0		
107. Frankford Road.	400	0	0	...	...	...	4	12	10	4	12	10	...	...	395	0	0		
108. Winkleigh to Cotton's Hill.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	100	0	0		
109. Winkleigh to Beaconsfield <i>via</i> Flowery Gully.	300	0	0	...	...	...	...	...	...	...	...	25	0	0	275	0	0		
110. Beaconsfield to Kelso <i>via</i> York Town.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	100	0	0		
111. From North Esk River through Parish of Northallerton.	350	0	0	...	...	...	3	19	2	3	19	2	...	...	346	0	0		
112. Prosser's Forest Road.	200	0	0	...	...	...	...	...	...	...	...	...	...	...	200	0	0		
113. St. Patrick River Road.	300	0	0	...	...	...	0	7	2	0	7	2	297	0	3	2	0	0	
114. Distillery Creek to Mowbray.	100	0	0	...	...	...	3	10	2	3	10	2	...	...	96	0	0		
115. Underwood to Karoola Railway Station.	250	0	0	...	...	...	...	...	...	...	...	...	...	...	250	0	0		
116. Lyons' Lane to Lower Turner's Marsh.	500	0	0	...	...	...	3	1	4	3	1	4	442	0	9	54	0	0	
117. Turner's Marsh Road to Settlements west.	100	0	0	...	...	...	0	17	4	0	17	4	85	4	3	13	0	0	
118. Turner's Marsh to German Town.	300	0	0	...	...	...	41	9	8	41	9	8	237	0	0	21	0	0	
119. Lilydale to Turner's Marsh.	300	0	0	...	...	...	76	17	0	76	17	0	213	0	0	10	0	0	
120. Doaks' Road.	400	0	0	...	...	...	1	12	8	1	12	8	349	5	2	49	0	0	
121. From Doak's Road east through Somerville's and Shore's.	250	0	0	...	...	...	3	18	8	3	18	8	168	5	0	77	0	0	
122. Wilson's Road to Lilydale Railway Station.	300	0	0	...	...	...	3	13	2	3	13	2	297	0	0				
123. Lilydale Railway Station, west.	150	0	0	...	...	...	0	11	10	0	11	10	146	1	8	3	0	0	
124. Conlin's and Rankin's, west from Hall's Track.	150	0	0	...	...	...	12	6	2	12	6	2	...	...	137	0	0		
125. Piper's River Road.	700	0	0	...	...	...	3	11	6	3	11	6	608	6	3	88	0	0	
126. Turner's Road, west, from Hall's Track.	150	0	0	...	...	...	1	11	4	1	11	4	...	...	148	0	0		
127. From Piper's River Road, <i>via</i> White's, Urch's, and others, to Lisle.	150	0	0	...	...	...	0	18	9	0	18	9	...	...	149	0	0		
128. From Barrett's, through Geiss's to Tunnel Station.	400	0	0	...	...	...	1	8	2	1	8	2	398	0	0				
129. Lebrina Railway Station through Baker's to Selections.	250	0	0	...	...	...	6	6	0	6	6	0	...	...	243	0	0		
130. Lower Piper's River to Lebrina Railway Station.	150	0	0	...	...	...	...	...	...	...	...	...	...	...	150	0	0		
131. George Town to Cemetery.	100	0	0	...	...	...	0	7	2	0	7	2	71	11	0	28	0	0	
132. Alford to George Town Road.	150	0	0	...	...	...	0	14	2	0	14	2	78	4	8	71	0	0	
133. Alford to Lefroy, including scrub road.	400	0	0	...	...	...	4	8	9	4	8	9	149	4	0	246	0	0	



134. Lefroy to Back Creek.	100	0	0	...	12	10	10	12	10	10	55	11	0	31	0	0
135. From Alford Road to Post Office.	100	0	0	...	...	...	...	...	...	...	...	...	...	100	0	0
136. Hall's Track to Golconda Railway Station.	150	0	0	...	2	2	0	2	2	0	147	18	0	...	...	...
137. West Bank Little Forester River to Lisle Railway Station.	200	0	0	...	2	16	0	2	16	0	...	...	...	197	0	0
138. East Bank Little Forester River to Lisle Railway Station.	200	0	0	...	4	4	0	4	4	0	...	...	...	195	0	0
139. Scottsdale, west, to Lietinna Railway Station.	250	0	0	...	4	13	8	4	13	8	222	12	2	...	...	...
140. Springfield to Lietinna Railway Station, vicinity of Jessup's and others.	150	0	0	...	0	14	0	0	14	0	...	...	...	149	0	0
141. Holmes' Road.	200	0	0	...	21	6	8	21	6	8	177	17	0	...	...	...
142. Upper Brid Road towards Best's and others.	100	0	0	...	0	14	0	0	14	0	...	...	...	99	0	0
143. Minstone Road, south-east.	100	0	0	...	47	5	10	47	5	10	19	11	0	...	...	...
144. Minstone Road, north west.	100	0	0	...	3	9	2	3	9	2	77	0	0	...	...	...
145. Mount Cameron Road, approach to Railway Station.	300	0	0	...	31	7	2	31	7	2	265	0	0	...	...	3
146. Lester's Lane, from Main Road to Bridport.	100	0	0	...	45	0	2	45	0	2	47	9	0	...	...	7
147. Burnside Road.	100	0	0	...	5	12	8	5	12	8	63	5	6	...	...	31
148. Burnside Road, extension to W. B. Richardson's and others.	100	0	0	...	15	8	0	15	8	0	65	0	0	...	...	20
149. Maurice Town Reserve to Wettenhall's and others.	150	0	0	...	4	4	0	4	4	0	...	...	...	145	0	0
150. Braunxholm to Moorina direct.	400	0	0	...	7	8	0	7	8	0	321	6	8	...	...	71
151. Brothers' Home to Moorina.	400	0	0	...	3	8	0	3	8	0	305	10	0	...	...	91
152. Moorina to Ringarooma Port <i>via</i> Gladstone.	1250	0	0	...	79	1	2	79	1	2	1169	0	0	...	...	...
153. Boobyalla to Moorina, from west end of Mount to Port.	300	0	0	...	1	15	0	1	15	0	...	...	...	298	0	0
154. Weldborough to Moorina (completion).	500	0	0	...	225	13	2	225	13	2	287	0	0	...	...	...
155. South George's River Road.	300	0	0	...	8	0	0	8	0	0	291	0	0	...	...	1
156. Road to Selections, South George's River.	150	0	0	...	5	5	0	5	5	0	...	...	...	144	0	0
157. North George's River Road.	300	0	0	...	5	16	6	5	16	6	...	...	...	294	0	0
158. Road to Selections, North George's River.	150	0	0	...	48	5	0	48	5	0	100	0	0	...	...	...
159. Goshen to junction of North and South George's River.	300	0	0	...	...	...	...	...	...	...	...	...	...	300	0	0
160. To Ruby Tin Mines.	150	0	0	...	61	19	0	61	19	0	93	8	9	...	...	...
161. From St. Mary's to Settlement, Gardner's Creek.	200	0	0	...	6	12	0	6	12	0	...	...	...	193	0	0
162. From St. Mary's to German Town.	200	0	0	...	38	2	6	38	2	6	152	5	0	...	...	9
163. Roads, Cornwall and Mt. Nicholas Coal Mines.	500	0	0	...	87	0	6	87	0	6	427	15	0	...	...	...
164. From St. Mary's to St. Patrick's Head, leading to Four Mile Creek.	150	0	0	...	1	18	6	1	18	6	...	...	...	148	0	0
165. St. Mary's to Picanini Point.	200	0	0	...	15	2	7	15	2	7	176	0	0	...	...	8
166. St. Mary's to Picanini Point—branch to King and others.	100	0	0	...	61	8	7	61	8	7	46	0	0	...	...	...
167. St. Mary's to Picanini Point—Road to Thompsons's Marshes.	250	0	0	...	12	10	6	12	10	6	220	4	6	...	...	17
168. Chain of Lagoons to Doctor's Creek.	150	0	0	...	2	2	6	2	2	6	...	...	...	147	0	0
169. Fingal to Mathinna (including approach to bridge).	300	0	0	...	4	7	0	4	7	0	...	...	...	295	0	0

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
170. English Town to Deddington.	300	0	0	...	...	...	...	...	...	300	0	0	...	...	...	...	...	...	...
171. Ben Lomond Tin Mines <i>via</i> Kingston.	150	0	0	...	...	...	2	2	0	2	2	0	150	0	0	...	...	...	...
172. Seymour to Bicheno.	200	0	0	...	...	...	0	19	4	0	19	4	...	...	...	199	0	0	...
173. Bicheno to Apsley	200	0	0	...	...	...	0	19	4	0	19	4	200	0	0	...	...	...	...
174. Apsley to Cranbrook.	200	0	0	...	...	...	6	1	10	6	1	10	115	2	6	78	0	0	...
175. Cranbrook to Swansea and Campbell Town Road.	200	0	0	...	...	...	0	19	0	0	19	0	...	...	...	199	0	0	...
176. Campbell Town to Swansea.	500	0	0	...	...	...	157	4	7	157	4	7	45	0	0	297	0	0	...
177. Little Swanport to Swanston.	150	0	0	...	...	...	...	...	...	...	...	...	150	0	0	...	...	...	...
178. Nugent to Sorell <i>via</i> Wattle Hill School.	200	0	0	...	...	...	68	15	0	68	15	0	87	0	0	44	0	0	...
179. From Kellevie School to Selections east side Ragged Tier.	300	0	0	...	...	...	9	13	4	9	13	4	290	6	8	...	...	...	...
180. From Sounds, Forestier's Peninsula, to Eagle Hawk Creek.	200	0	0	...	...	...	9	10	7	9	10	7	190	9	5	...	...	...	...
181. Eagle Hawk Neck to Taranna.	150	0	0	...	...	...	3	3	0	3	3	0	...	...	...	146	0	0	...
182. Cascades to Selections of Vicary, Wright, and others.	150	0	0	...	...	...	44	19	4	44	19	4	98	0	0	7	0	0	...
183. Cascades to Wedge Bay.	200	0	0	...	...	...	63	13	4	63	13	4	69	12	9	66	0	0	...
184. Parsons' Bay to Impression Bay.	200	0	0	...	...	...	6	10	0	6	10	0	...	...	...	193	0	0	...
185. Wedge Bay to Carnarvon.	500	0	0	...	...	...	5	15	0	5	15	0	15	0	0	479	0	0	...
186. Wedge Bay to Selections of Benjafield, Soundy, and others.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	...
187. Wedge Bay to Selections of Jones, Clarke, and others.	150	0	0	...	...	...	...	...	...	...	...	...	...	...	...	150	0	0	...
188. Bow Hill Road (Oatlands.)	200	0	0	...	...	...	3	15	4	3	15	4	...	...	...	196	0	0	...
189. Oatlands to Lake Crescent (from Old Man Head to Great Lake Road.)	250	0	0	...	...	...	20	5	4	20	5	4	217	19	6	11	0	0	...
190. Lake Road from Bothwell.	200	0	0	...	...	...	...	...	...	...	...	...	...	...	...	200	0	0	...
191. Parattah to Tunnack.	200	0	0	...	...	...	2	19	9	2	19	9	...	...	...	197	0	0	...
192. Woodsdale Road (Scott's to Palmer's.)	100	0	0	...	...	...	0	16	0	0	16	0	...	...	...	99	0	0	...
193. Stonehenge to Swanston.	200	0	0	...	...	...	2	8	0	2	8	0	...	...	...	197	0	0	...
194. Hobbs' Bluff to New Country Marsh.	100	0	0	...	...	...	1	15	4	1	15	4	82	19	3	15	0	0	...
195. Tunnack through Settlement (Bourke's to Doolan's.)	100	0	0	...	...	...	0	16	0	0	16	0	...	...	...	99	0	0	...
196. Rhyndaston to O'Meere's.	100	0	0	...	...	...	1	7	0	1	7	0	...	...	...	98	13	0	...
197. Jerusalem to Rhyndaston.	100	0	0	...	...	...	10	5	6	10	5	6	...	...	...	89	0	0	...
198. Jerusalem to Tunnack.	200	0	0	...	...	...	112	8	8	112	8	8	87	11	4	...	...	...	...
199. Spring Hill Bottom Road.	100	0	0	...	...	...	3	19	0	3	19	0	...	...	...	96	0	0	...
200. Campania to Lower Jerusalem.	200	0	0	...	...	...	1	0	0	1	0	0	170	0	0	29	0	0	...
201. From School at Ticehurst to Selections on White Kangaroo Rivulet.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	...
202. Old Road to Richmond from Swansea and Campania Road.	300	0	0	...	...	...	4	3	0	4	3	0	...	...	...	295	0	0	...

203. From Old Beach to Brighton Station.	150 0 0	...	1 13 6	1 13 6	...	148 0 0
204. From Ralph's Bay Causeway to Chapel at Sandford.	200 0 0	...	1 10 0	1 10 0	198 10 0	
205. From Half Moon Bay Jetty to Public School.	100 0 0	...	...	...	...	100 0 0
206. Deviation at Blue Anchor Hill (New Norfolk to Gretna).	250 0 0	...	1 8 3	1 8 3	...	248 0 0
207. Macquarie Plains to Bedchambers, <i>via</i> Mounteney's Lane.	100 0 0	...	...	...	...	100 0 0
208. Dusty Miller Lane, Glenorchy.	100 0 0	...	2 14 4	2 14 4	99 0 0	
209. Watchhouse Lane, Glenorchy.	100 0 0	...	5 8 10	5 8 10	99 0 0	
210. From School, Glenorchy, (westward).	100 0 0	...	0 14 2	0 14 2	95 13 0	3 0 0
211. From old Main Road, near Rosetta Crossing, to Mary's Hope.	100 0 0	...	1 0 0	1 0 0	93 0 0	6 0 0
212. M'Guire's Road, Glenorchy.	100 0 0	...	...	...	...	100 0 0
213. Upper Sorell Creek Bridge to Selections of Waller, Ellis, and others.	100 0 0	...	...	...	...	100 0 0
214. From Cronan's to Sky Farm, Mt. Faulkner.	200 0 0	...	6 12 0	6 12 0	22 0 0	171 0 0
215. Molesworth to Bismarck Road.	200 0 0	...	1 6 8	1 6 8	...	198 0 0
216. Molesworth School to Mount Faulkner, <i>via</i> Farrelly's, Smith's, and others.	100 0 0	...	91 18 0	91 18 0	...	8 0 0
217. Lagoon Farm to Collins' Cap.	100 0 0	...	1 4 0	1 4 0	...	98 0 0
218. From Lachlan Road to Foster's Gully, <i>via</i> Davies' and others.	100 0 0	...	1 11 4	1 11 4	...	98 0 0
219. Glen Fern Road from junction Mount Lloyd Road.	200 0 0	...	175 16 10	175 16 10	8 18 9	15 0 0
220. Dry Creek to Plenty.	100 0 0	...	0 6 0	0 6 0	...	99 0 0
221. Upper Plenty (north side).	100 0 0	...	1 4 0	1 4 0	...	98 0 0
222. Deviation near Bushy Park to Gobby's Creek (Uxbridge Road).	300 0 0	...	55 19 9	55 19 9	66 0 0	178 0 0
223. From Marriott's, Upper Russell's Falls, to Selections.	300 0 0	...	15 5 8	15 5 8	...	284 0 0
224. From Donaghy's turn-off, Ellendale, to Selections.	100 0 0	...	...	...	...	100 0 0
225. M'Robie's Gully Road, Cascades.	100 0 0	...	...	...	100 0 0	
226. Proctor's Road (continuation).	200 0 0	...	163 16 0	163 16 0	35 0 0	1 0 0
227. Ridgeway Road.	100 0 0	...	...	...	...	100 0 0
228. Summerleas to Kingston.	100 0 0	...	4 10 8	4 10 8	...	95 0 0
229. Kingston to Leslie.	100 0 0	...	1 9 0	1 9 0	...	98 0 0
230. From Chapel at Snug to proposed Jetty.	150 0 0	...	0 19 4	0 19 4	126 5 0	22 0 0
231. Melville's Road to Crown Land.	100 0 0	...	4 15 0	4 15 0	...	95 0 0
232. Great Oyster Cove to Nichols' Rivulet.	200 0 0	...	...	...	...	200 0 0
233. Little Oyster Cove to Selections of Farrell, Inn, and others.	100 0 0	...	50 0 0	50 0 0	54 15 10	
234. Downing's Road, (Peppermint Bay).	150 0 0	...	3 16 4	3 16 4	139 19 3	6 0 0
235. Peppermint Bay to Gardiner's Bay.	300 0 0	...	47 17 10	47 17 10	252 2 2	
236. From School (Margate and Leslie Road) to Sandfly.	100 0 0	...	...	...	...	100 0 0
237. Sandfly Road from Main Road to G. Roberts'	200 0 0	...	1 5 7	1 5 7	89 0 0	109 0 0

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
238. Sandfly Road (south end).	100	0	0	...	...	...	0	19	4	0	19	4	80	0	0	19	0	0	
239. Cradoc Road, near Griffiths'.	100	0	0	...	...	...	0	6	0	0	6	0	...	...	...	99	0	0	
240. Deep Bay to Garden Island Creek.	150	0	0	...	...	...	0	6	0	0	6	0	...	...	...	149	0	0	
241. Deep Bay <i>via</i> Reedy and Curtain's to Selections.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
242. Deep Bay to Gardiner's Bay.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
243. Gardiner's Bay to Peppermint Bay.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
244. Irish Town Road (metalling).	150	0	0	...	...	...	1	9	10	1	9	10	148	0	0	45	0	0	
245. Guy's Road to Crown Lands.	100	0	0	...	...	...	2	7	2	2	7	2	52	3	10	45	0	0	
246. Golden Valley Road.	100	0	0	...	...	...	2	11	7	2	11	7	5	0	0	92	0	0	
247. Silver Hill to Huon Road.	150	0	0	...	...	...	0	12	0	0	12	0	5	0	0	144	0	0	
248. Roberts' Bay to Burnt Bridge.	150	0	0	...	...	...	...	...	...	...	...	...	...	...	...	150	0	0	
249. Wattle Grove Road (metalling).	150	0	0	...	...	...	1	14	6	1	14	6	148	0	0	3	0	0	
250. From Lymington Jetty to Lymington Road.	100	0	0	...	...	...	1	1	0	1	1	0	95	5	6	3	0	0	
251. Port Cygnet to Lymington.	100	0	0	...	...	...	1	17	4	1	17	4	96	0	0	2	0	0	
252. Coad's Road.	100	0	0	...	...	...	0	19	4	0	19	4	102	19	0	...	...	...	
253. Wattle Grove to Lymington.	250	0	0	...	...	...	0	19	4	0	19	4	225	0	0	24	0	0	
254. Petchey's Bay to Brabazon.	100	0	0	...	...	...	5	14	5	5	14	5	55	0	0	39	0	0	
255. Petchey's Bay to Lymington.	200	0	0	...	...	...	0	13	6	0	13	6	2	5	0	197	0	0	
256. Throckmorton Road.	100	0	0	...	...	...	4	9	1	4	9	1	88	16	0	6	0	0	
257. Sawyer's Creek Road.	100	0	0	...	...	...	19	4	4	19	4	4	...	...	...	80	0	0	
258. Crabtree Road.	150	0	0	...	...	...	18	2	6	18	2	6	108	5	2	23	0	0	
259. North Baker's Creek Road to Talbot's.	100	0	0	...	...	...	2	19	4	2	19	4	85	4	11	11	0	0	
260. South Baker's Creek Road.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
261. Knight's Road.	100	0	0	...	...	...	2	12	4	2	12	4	85	6	7	12	0	0	
262. Daniels' Bay towards Mills' Beach.	150	0	0	...	...	...	4	7	6	4	7	6	...	...	...	145	0	0	
263. Adventure Bay to Jetty, Mills' Beach.	150	0	0	...	...	...	1	11	8	1	11	8	...	...	...	148	0	0	
264. South Bridge to She-oak Hills.	400	0	0	...	...	...	...	...	...	...	...	...	...	...	...	400	0	0	
265. Hall's Road, Upper Huon.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
266. Watson's, Smyley's, and Walpole Roads, Franklin.	200	0	0	...	...	...	2	19	4	2	19	4	...	...	...	197	0	0	
267. Huon-street, North Franklin.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
268. Swamp Road.	100	0	0	...	...	...	0	10	0	0	10	0	59	3	5	40	0	0	
269. Chitty's Road.	100	0	0	...	...	...	1	19	4	1	19	4	...	...	...	98	0	0	
270. Castle Forbes Bay Road.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
271. Back Road, Hospital Bay, to Franklin.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
272. Burgess's Road.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
273. Tongataboo Road (Liverpool Road District).	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
274. Hohne's Road, ditto.	100	0	0	...	...	...	1	10	0	1	10	0	...	...	...	98	0	0	
275. Deviation Esperance Road.	400	0	0	...	...	...	16	17	0	16	17	0	...	...	...	383	0	0	
276. Esperance Road to Settlements, Snake Plains.	200	0	0	...	...	...	...	...	...	...	...	...	...	...	...	200	0	0	
277. Old Road, Esperance.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
278. Esperance to Glenbervie.	250	0	0	...	...	...	2	18	0	2	18	0	3	0	0	244	0	0	

279. To Selections of Pulfer's and others, and Crown Lands.	100 0 0	...	2 18 0	2 18 0	...	97 0 0	
280. To Crown Lands, vicinity of Pulfer's Tram.	100 0 0	...	...	...	20 0 0	80 0 0	
281. Rutherford's Road.	100 0 0	...	...	...	...	100 0 0	
282. Rameina to Hastings.	200 0 0	...	3 9 1	3 9 1	198 0 0	...	
283. Hastings to Southport.	150 0 0	...	0 17 4	0 17 4	148 0 0	1 0 0	
284. New Road through Maxwilliam's property to Crown Land.	150 0 0	...	2 2 0	2 2 0	...	147 0 0	
285. Hastings to Recherche.	200 0 0	...	...	...	...	200 0 0	
286. Catamaran to Cockle Creek.	300 0 0	...	...	...	...	300 0 0	
287. Long Bay to Lynch's.	500 0 0	...	329 0 3	329 0 3	19 9 5	151 0 0	
288. Reminé to Zeehan.	1500 0 0 5500 0 0	...	3554 0 0	3554 0 0	...	...	
289. Honeysuckle Plains to Mount Lyell.	1500 0 0	...	316 4 8	316 4 8	184 1 3	999 0 0	
290. From Waratah to Heazlewood.	2500 0 0	...	2942 11 4	2942 11 4	...	...	
291. Sassafras Road to Junction.	100 0 0 10 0 0	...	92 18 11	92 18 11	16 15 1	...	
292. Gladstone to Bell's Bridge.	100 0 0	...	1 1 0	1 1 0	98 19 0	...	
293. Wynyard to Table Cape Lighthouse.	500 0 0	...	12 8 0	12 8 0	254 4 2	233 0 0	
294. Wilmot Road.	250 0 0	...	8 15 4	8 15 4	237 13 9	3 0 0	
295. Northdown to Moriarty.	200 0 0	...	...	...	198 0 0	2 0 0	
296. To Ruby Tin Mines.	100 0 0	...	3 19 0	3 19 0	100 0 0	...	
297. From Gardiner's Creek to Selections near Mt. Nicholas.	100 0 0	...	4 13 7	4 13 7	...	95 0 0	
298. Bull's Hill Road, east side of Ragged Tier.	250 0 0	...	6 1 0	6 1 0	243 19 0	...	
299. Coppington to Selections, Ragged Tier.	250 0 0	...	5 16 0	5 16 0	239 3 3	5 0 0	
300. Upper Mountain River Road.	100 0 0	...	...	...	91 15 1	8 0 0	
301. Road Southport to Lady's Bay.	100 0 0	...	1 12 0	1 12 0	...	98 0 0	
302. New Road, Franklin.	200 0 0	...	...	...	...	200 0 0	
303. Garden Island Creek to Crown Lands.	100 0 0	...	1 2 4	1 2 4	94 17 10	3 0 0	
304. Main Road, Leslie, to Upper North West Bay River.	100 0 0	...	85 14 1	85 14 1	4 13 9	9 0 0	
305. Zeehan to Dundas and North Dundas.	5000 0 0	...	4670 13 4	4670 13 4	1000 0 0	...	
306. Denne's Point to Bruni.	250 0 0	...	5 15 6	5 15 6	244 9 0	...	
Clause 8. Uxbridge Road Deviation.	450 0 0	...	25 14 0	25 14 0	...	...	
51 Vict. No. 47.							
32. Unforeseen works, Roads generally, (including purchase of land).	500 0 0	450 14 6	0 6 0	451 0 6	...	48 0 0	<i>Vide also 52 Vict. No. 66, Item 25.</i>
32. 53 Vict. No. 54, ditto.	500 0 0	49 1 10	315 2 7	364 4 5	105 0 0	30 0 0	
34. 54 Vict. No. 18, ditto.	500 0 0	...	...	...	175 0 0	325 0 0	
BRIDGES.							
47 Vict. No. 30.							
25. Additions to Bridge over River Forth at Hamilton-on-Forth.	150 0 0	18 14 11	...	18 14 11	...	131 0 0	
28. Small Bridges on Huon Road (renewals).	1000 0 0	971 1 3	20 0 0	991 1 3	...	8 0 0	

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
47 Vict. No. 31.																			
74. Bridge, Gawler River, West Castra Road.	300	0	0	273	12	8	...			273	12	8	...			26	7	4	
77. Bridge, Ringarooma River at Branhholm.	610	0	0	...			507	2	5	507	2	5	...			102	17	7	
47 Vict. No. 43.																			
7. Erection of Bridge over River Nile on Main Road near Lymington.	200	0	0	109	3	0	...			109	3	0	...			90	0	0	
48 Vict. No. 45.																			
88. Bridge, Coal River, on road Tunnack to Jerusalem.	405	0	0	383	15	5	15	16	9	399	12	2	...			5	0	0	
49 Vict. No. 43.																			
121. Coal River Bridge, on road Tunnack to Jericho via Wattle Hill.	100	0	0	45	11	4	...			45	11	4	...			54	0	0	
131. Bridge, Brown's River, on Proctor's Road.	200	0	0	159	11	8	...			159	11	8	...			40	0	0	
47 Vict. No. 30.																			
27. Bridge, River Derwent, at Bridgewater.	10,000	0	0	5886	8	8	223	0	5	6109	9	1	...						
49 Vict. No. 47.																			
19. Bridgewater Bridge.	4000	0	0	...			...			...			...			4000	0	0	
21. Bridge over the River Forth and approaches.	900	0	0	802	4	9	...			802	4	9	...			97	0	0	
50 Vict. No. 21.																			
16. Bridge over Penguin Creek.	500	0	0	463	6	4	3	0	0	466	6	4	...			33	0	0	
50 Vict. No. 22.																			
92. Jordan Bridge, road Bridgewater to Richmond.	250	0	0	180	10	3	...			180	10	3	...			69	0	0	
93. Bridge over Apsley River.	700	0	0	...			...			700	0	0	...						
50 Vict. No. 24.																			
94. Completion of Bridge over the River Shannon (at Hermitage) on road to Lake Echo and New Country and between Great Lake and Lagoon.	180	0	0	165	17	4	...			165	17	4	...			14	0	0	
6. Road Victoria to Port Cygnet—Bridge and approaches at Burnt Bridge.	600	0	0	555	3	6	...			555	3	6	...			44	0	0	
51 Vict. No. 45.																			
17. Bridge over Great Forester River and approaches.	600	0	0	552	14	2	...			552	14	2	...			47	0	0	

51 <i>Vict. No. 46.</i>							
243. Bridge, River Forth, to connect Promised Land and the Wilmot.	612 0 0	411 19 11	161 17 1	573 17 0	38 3 0		
248. Bridge, South Esk Ford, near Railway Station.	719 15 0	34 5 0	685 10 0	719 15 0			
252. Bridge, Wyniford River, on Three Notch Track.	100 0 0	15 3 0	...	15 3 0	...	84 0 0	
250. Bridge, Ringarooma River.	1000 0 0	923 1 5	76 18 7	1000 0 0	...		
253. Bridge, Ringarooma River, for Mail Traffic, (Parker).	100 0 0	16 1 10	...	16 1 10	...	83 0 0	
254. Bridge, Evercreech, Fingal District.	100 0 0	...	...	...	...	100 0 0	
255. Bridge over St. Paul's River.	500 0 0	7 8 0	...	7 8 0	365 0 0	127 0 0	
259. Lincoln Bridge.	100 0 0	81 3 11	...	81 3 11	...	18 0 0	
261. Bridge, Carlton River, at F. Steel's.	801 2 6	779 18 10	20 1 2	800 0 0	...		
262. Bridge, Nicholls' Rivulet, Huon District.	300 0 0	220 12 9	...	220 12 9	...	79 0 0	
264. Bridge, Whyte River, West Coast.	400 0 0	267 2 6	...	267 2 6	...	132 0 0	
268. Bridge, Esperance River.	150 0 0	4 6 7	145 13 5	150 0 0	...		
52 <i>Vict. No. 48.</i>							
Item 1. Jetty, Piper's River, and Bridges over Apsley River, Douglas River, and Swan River.	150 0 0	191 5 0	...	150 0 0	...		
„ 4. Don Bridge (Melrose to Tarleton).	20 0 0	...	...	...	...	20 0 0	Credit transfer, £41 5s. to 54 <i>Vict. No. 17</i> , Item 323.
52 <i>Vict. No. 59.</i>							
22. Bridge, Margate Rivulet (Kingston to Oyster Cove).	250 0 0	209 13 0	36 8 7	246 1 7	...	3 0 0	
23. Bridge, Kermantie River, Honeywood.	400 0 0	9 16 10	350 0 10	359 17 8	...	40 0 0	
26. Bridge, River Brid, on Road Launceston to Scottsdale.	360 0 0	203 12 0	133 10 0	337 2 0	...	22 0 0	
52 <i>Vict. No. 60.</i>							
228. Savage River (Wire rope).	100 0 0	6 15 10	...	6 15 10	...	93 0 0	
229. Bridge, Gawler River, on Road East Castra to Dooley's Plains.	450 0 0	362 0 3	87 19 9	450 0 0	...		
230. Bridge, Meander River, Road Westwood to Hagley	1000 0 0	443 13 10	556 6 2	1000 0 0	...		
231. Bridge, Great Forest River, Burns' Marsh, Lyndhurst Road.	600 0 0	...	89 15 4	89 15 4	469 5 10	40 0 0	
232. Bridge, Ruby Creek, Road Moorina to Gladstone.	200 0 0	199 8 0	0 12 0	200 0 0	...		
233. Bridge, St. Paul's River, Road Avoca to Swansea.	1300 0 0	13 9 1	9 2 0	22 11 1	551 0 0	726 0 0	
236. Bridge, South Esk, at Evandale Railway Station (completion approaches and flood openings).	960 0 0	16 11 7	133 11 8	150 3 3	...	799 0 0	
237. Bridge, Allen's Rivulet (Margate to Longley).	200 0 0	151 15 6	48 4 6	200 0 0	...		
238. Bridge, Catamaran River.	300 0 0	340 19 11	...	300 0 0	...		Credit transfer £40 19s. 11d. to 54 <i>Vict. No. 17</i> , Item 326.

<i>Heading.</i>	<i>Voted and authorised.</i>	<i>Amount expended as per last Return.</i>	<i>Expenditure since last Return.</i>	<i>Total Expenditure to 31st May, 1891.</i>	<i>Further Liabilities</i>	<i>Balance available for further Expenditure.</i>	<i>Remarks.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
239. Bridge, Esperance River (renewal).	250 0 0	1 3 7	56 18 7	58 2 2	191 17 10		
240. Bridge, Lune River and D'Entrecasteaux (approaches).	125 0 0	99 18 10	25 0 6	124 19 4			
241. Bridge, Agnes Rivulet, Guy's Road.	300 0 0	241 0 10	8 5 4	249 6 2	...	50 0 0	
242. Bridge, Muddy Creek, Road Deloraine to Cheshunt.	300 0 0	289 17 11	10 2 1	300 0 0			
243. Bridge, Mersey River at Gad's Hill	100 0 0	89 17 3	3 0 0	92 17 3	7 2 9		
<i>53 Vict. No. 50.</i>							
19. Bridge, Coal River, Searle's Corners, Richmond to Swansea.	1000 0 0	29 12 6	971 10 9	1001 3 3			
20. Ballahoo Bridge, near Latrobe.	350 0 0	...	...	...	...	350 0 0	
<i>53 Vict. No. 51.</i>							
316. Duck River (completion).	150 0 0	150 0 0	...	150 0 0			
317. River Forth to connect Promised Land to Wilmot.	300 0 0	29 8 2	160 4 9	189 12 11	...	110 0 0	
318. Dasher and Minnow Road, Kimberley Forth to Beulah.	350 0 0	11 7 1	...	429 16 4			
319. Near Mr. Munce's, on road to Reedy Marsh.	80 0 0	6 15 4	7 1 1	13 16 5	...	186 0 0	
320. River Liffey, Road Bishopsbourne to the Oaks, Pitt's Bridge.	200 0 0	3 7 8	196 12 4	200 0 0			
321. Westwood Bridge over River Meander, Road <i>via</i> Westwood.	200 0 0	2 7 0	196 19 4	199 6 4			
322. North Esk (Clark's Ford).	300 0 0	1 7 0	19 2 2	20 9 2	275 0 0	4 0 0	
323. River Macquarie near Morningside, & South Esk near Glen Esk.	750 0 0	10 3 1	118 7 9	128 10 10	621 9 2		
324. Rose's Rivulet, White Hills & Peters' Ford.	350 0 0	...	3 10 9	3 10 9	...	346 0 0	
325. Corra Lynn Bridge (completion & approaches)	150 0 0	16 10 7	6 0 0	22 10 7	...	127 0 0	
326. Ringarooma River, Road Scottsdale to Upper Ringarooma.	600 0 0	4 2 6	381 13 4	385 15 10	17 0 0	197 0 0	
327. Forester's River, leading from Lisle Station.	600 0 0	2 15 11	273 8 9	276 4 8	116 0 0	207 0 0	
328. River Brid, Road known as Sledge Track.	300 0 0	6 8 3	247 16 0	254 4 3	...	45 0 0	
329. South Esk at Evercreech.	300 0 0	2 3 7	7 19 10	10 3 5	100 0 0	189 0 0	
330. St. Paul's River, Road Corners to St. Mary's.	270 0 0	259 1 9	10 18 3	270 0 0			
331. Doctor's Creek, near Seymour (Coast Road).	500 0 0	20 18 0	402 1 6	422 19 6	71 6 3	5 0 0	
332. Denison River, Bicheno to Seymour.	800 0 0	16 3 0	11 10 6	27 13 6	756 7 11	15 0 0	
333. Saltwater Creek, old Road to Richmond.	100 0 0	2 15 0	97 5 0	100 0 0			
334. Iron Creek, Road Nugent to Sorell.	500 0 0	2 10 0	497 10 0	500 0 0			
335. Bagdad Rivulet (Wing's Lane), Constitution Hill.	100 0 0	...	10 10 4	10 10 4	60 0 0		
336. River Jordan, Chaplin's Ford.	300 0 0	...	...	...	...	300 0 0	
337. Wallaby Creek, Jerusalem.	150 0 0	150 0 0	...	150 0 0	...		



338. Coal River, Lower Jerusalem to White Kangaroo River.	250	0	0	...	8	8	9	8	8	9	147	18	6	93	0	0		
339. River Clyde to Bothwell.	350	0	0	...	350	0	0	350	0	0	...	...	...	293	0	0		
340. Over Kermantie River to Whale Point.	300	0	0	1	0	0	5	5	0	6	5	0	...	...	...	...		
<i>53 Vict No. 54.</i>																		
34. Bridge over Hobart Rivulet to connect Lord-street and Wellesley Road District.	100	0	0	...	99	11	10	99	11	10	...	...	...	...	...	...		
Clause 7. Bridge over River Derwent near Plenty Junction, over River Derwent near Arundel including approaches, and over the River Styx.	7000	0	0	1185	18	0	3561	8	4	3747	6	4	2407	0	0	845	0	0
<i>54 Vict. No. 16.</i>																		
18. Jason's Gates.	400	0	0	...	366	15	9	366	15	9	...	...	...	33	0	0		
19. George River.	150	0	0	...	132	11	7	132	11	7	...	...	...	17	0	0		
20. Big Creek (Wynyard, West).	600	0	0	...	0	15	4	0	15	4	...	...	...	599	0	0		
21. Scamander.	2500	0	0	...	22	12	10	22	12	10	3718	14	0	...	...	...		
22. North West Bay, at Leslie.	600	0	0	...	...	...	...	...	...	...	...	...	...	600	0	0		
23. St. Mary's to George's Bay (two bridges).	500	0	0	...	475	1	2	475	1	2	...	...	...	24	0	0		
<i>54 Vict. No. 17.</i>																		
307. On Lower Gawler Road.	200	0	0	...	...	...	...	...	...	...	...	...	...	200	0	0		
308. Rubicon and Franklin (2).	1000	0	0	...	0	7	0	0	7	0	...	...	...	999	0	0		
309. Coiler's Creek and Approaches.	150	0	0	...	...	...	...	...	...	...	...	...	...	150	0	0		
310. Parker's Ford, Port Sorell Road.	100	0	0	...	...	...	...	...	...	...	...	...	...	100	0	0		
311. Dalebrook.	150	0	0	...	1	4	6	1	4	6	...	...	...	148	0	0		
312. Quamby Brook and Approaches.	300	0	0	...	5	3	0	5	3	0	...	...	...	294	0	0		
313. Boobyalla, near Morgan's.	600	0	0	...	4	5	0	4	5	0	691	11	3	...	...	...		
314. George's River, Mussel Roe.	600	0	0	...	1	10	0	1	10	0	...	...	...	598	0	0		
315. South Esk, at Avoca.	700	0	0	...	40	4	4	40	4	4	584	0	0	75	0	0		
316. North George's River, at Brown's Farm.	200	0	0	...	3	16	10	3	16	10	247	10	0	...	...	...		
317. Four Mile Creek, Falmouth Road.	400	0	0	...	1	3	0	1	3	0	...	...	...	398	0	0		
318. Hobart Rivulet, Cascades.	250	0	0	...	...	...	...	...	...	...	...	...	...	250	0	0		
319. Derwent, at the Plenty.	1650	0	0	...	...	...	...	...	...	...	1842	10	0	...	...	...		
320. Upper Plenty River	150	0	0	...	1	7	3	1	7	3	...	...	...	148	0	0		
321. Dunrobin.	350	0	0	...	45	12	9	45	12	9	304	7	3	...	...	...		
322. Clyde, Bothwell, (completion).	100	0	0	...	90	9	11	90	9	11	5	0	0	4	0	0		
323. Swan River (completion).	100	0	0	...	46	5	0	46	5	0	...	...	...	53	0	0		
324. Douglas River (completion).	160	0	0	...	150	0	0	150	0	0	...	...	...	10	0	0		
325. Knight's Bridge (completion).	150	0	0	...	139	14	10	139	14	10	...	...	...	10	0	0		
326. Lord-street (Hobart), River Liffey (Pitt's), Blythe (at Dicker's), Ringarooma, Boobyalla, Dasher, Muddy Creek, South Esk (Evandale), Catamaran Creek and Carlton (at Steele's), and Road New Town to Risdon Road (excesses previous votes).	550	0	0	...	241	15	9	241	15	9	309	4	3	...	...	...		
327. Jordan Road, Bothwell to Oatlands.	600	0	0	...	2	10	3	2	10	3	581	0	0	16	0	0		

Further provision to be made.

Ditto.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
328. Bream Creek, Adventure Bay.	100	0	0	...	...	...	2	6	6	2	6	6	...	...	...	97	0	0	
329. Beach Road, Woodstock District.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
330. Agnes Rivulet.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
331. Apsley Creek, Bicheno Road.	250	0	0	...	...	...	0	11	8	0	11	8	209	17	10	39	0	0	
332. North Esk, near Hobler's, (foot-bridge.)	100	0	0	...	...	...	1	3	6	1	3	6	...	...	...	98	0	0	
333. King's Creek, Latrobe, (Bradshaw-street).	100	0	0	...	...	...	0	14	6	0	14	6	...	...	...	99	0	0	
334. Ellerslie Bridge, low level, (in addition to £250 available).	450	0	0	...	...	...	12	10	0	12	10	0	...	...	...	437	0	0	
335. Sorell Creek Bridges (floodways).	150	0	0	...	...	...	...	...	...	...	...	...	...	...	...	150	0	0	
336. Coal River, Richmond.	350	0	0	...	...	...	260	19	1	260	19	1	89	0	11	...	...	...	
337. Iron Creek, Nugent to Sorell.	200	0	0	...	...	...	5	4	0	5	4	0	194	16	0	...	...	...	
338. New Town Rivulet, Augusta Road.	100	0	0	...	...	...	83	14	4	83	14	4	7	0	0	9	0	0	
339. Bridge over Montagu River.	120	0	0	...	...	...	136	17	9	136	17	9	83	0	0	...	...	...	Provision to be made.
340. Bridge over Forth at Middlesex Plains.	700	0	0	...	...	...	5	11	8	5	11	8	741	8	0	...	...	...	
341. Clark's Ford, North Esk, (additional).	400	0	0	...	...	...	...	...	...	...	...	...	621	18	9	...	...	...	
342. Lake River, (on road Cressy to Ross).	400	0	0	...	...	...	...	...	...	...	...	...	...	...	...	400	0	0	
343. Bridge and Approaches, Burns' Creek, (Jerusalem to Tunnack).	250	0	0	...	...	...	1	18	0	1	18	0	...	...	...	148	0	0	
344. Esperance River Bridge, Raminea, (completion).	200	0	0	...	...	...	1	15	0	1	15	0	...	...	...	198	0	0	
345. Two Bridges, Grass-tree Hill Road.	100	0	0	...	...	...	126	8	2	126	8	2	...	...	...	...	...	...	
346. Mersey Bridge at Latrobe.	30	0	0	...	...	...	50	4	9	50	4	9	19	15	3	80	0	0	
347. South Esk, Perth.	150	0	0	...	...	...	190	8	1	190	8	1	209	11	11	...	...	...	
400	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
54 Vict. No. 17.																			
Clause 1. Bridge Kermantie River at Whale Point.	200	0	0	...	...	...	...	...	...	...	...	...	...	...	...	200	0	0	
Clause 9. Bridge over South Esk at Ellerslie.	250	0	0	...	...	...	...	...	...	...	...	...	...	...	...	250	0	0	
JETTIES AND HARBOUR WORKS.																			
46 Vict. No. 26.																			
Item 7. Jetties, Sorell and Lewisham.	1800	0	0	439	9	10	20	11	0	460	0	10	...	...	...	1339	19	2	
47 Vict. No. 34.																			
2. Dredging Mersey Bar and Erection of Jetty.	8396	4	9	8372	10	7	23	14	2	8396	4	9	...	...	...	...	...	...	Vide also 53 Vict. No. 54, conditional vote, £10,000.
1. Improvements Harbours, River Mersey at Latrobe and Torquay.	3290	7	7	2112	0	0	...	...	...	2112	0	0	...	...	...	...	...	...	
Ditto, Leven and Forth.	...	...	...	1173	16	3	...	...	...	1173	16	3	...	...	...	...	...	...	
48 Vict. No. 46.																			
3. Jetty, Cascades, Extension to Deep Water.	400	0	0	346	18	10	...	...	...	346	18	10	...	...	...	53	0	0	

49 Vict. No. 42.							
18. Re-construction of Jetty at the Sounds, Forestier's Peninsula.	300 0 0	245 8 2	6 17 6	252 5 8	...	47 0 0	
49 Vict. No. 44.							
2. Jetty, Glaziers' Bay.	300 0 0	277 7 11	...	277 7 11	...	22 12 1	
5. Jetty, Taranna, Norfolk Bay, Additions to.	50 0 0	...	...	3 0 0	...	47 0 0	
12. Additions to Forth Breakwater.	659 14 9	481 1 7	78 13 2	659 14 9	...		
50 Vict. No. 23.							
1. Jetty at Picanini Point.	302 5 8	241 19 3	...	241 19 3	...	60 0 0	
3. Extension of Carnarvon Jetty.	400 0 0	313 5 0	...	313 5 0	...	86 0 0	
9. Dredging Huon Bar and Kermantie River.	750 0 0	674 13 5	...	674 13 5	...	75 0 0	
13. Completing Turning Basin, Latrobe Creek.	675 5 11	675 5 11	2 10 8	677 16 7	...		
14. Torquay Wharf, Extension and Dredging.	900 0 0	801 6 10	...	801 6 10	...	98 0 0	
51 Vict. No. 42.							
Improvements in the River Tamar at Launceston.	10,000 0 0	9898 10 6	...	9898 10 6	101 0 0		
51 Vict. No. 47.							
5. Jetty, Flower-pot, Franklin.	300 0 0	22 17 4	0 16 4	23 13 8	...	...	
6. Jetty, Surges Bay.	300 0 0	14 5 1	223 17 7	238 2 8	56 12 0	5 0 0	
7. Jetty, Castle Forbes Bay.	250 0 0	215 7 3	...	215 7 3	...	34 0 0	
8. Jetty, Wattle Grove.	100 0 0	6 3 8	93 16 4	100 0 0	...		
10. Jetty, Cradoc Township.	100 0 0	94 9 3	0 15 4	95 4 7	...	4 0 0	
11. Jetty, Fluter's Bay.	100 0 0	0 15 0	...	0 15 0	...	99 0 0	
12. Jetty, Snug, (with approaches).	250 0 0	1 6 6	...	1 6 6	...	248 0 0	
16. Jetty, Jacobs' Boat Harbour.	150 0 0	0 15 0	149 5 0	150 0 0	...		
18. New Harbour, Wynyard.	1500 0 0	124 0 0	1376 0 0	1500 0 0	...		
19. Improvements, River Leven.	1510 0 0	1194 3 0	...	1194 3 0	...	315 0 0	
52 Vict. No. 62.							
Improvements, River Tamar, at Launceston.	10,000 0 0	9673 18 11	326 1 1	10,000 0 0	...		
52 Vict. No. 66.							
1. Jetty at Blackwall.	350 0 0	36 19 8	313 0 4	350 0 0	...		
2. Jetty, Swansea.	800 0 0	11 19 0	788 1 0	800 0 0	...		
3. Lower Carlton Beach Jetty, (Road to Dunally at Connolly's Marsh).	350 0 0	12 10 0	327 13 2	340 3 2	...	9 16 10	
4. Jetty, Half Moon Bay—South Arm.	200 0 0	7 2 0	192 18 0	200 0 0	...		
5. Jetty, Sorell Creek, Hobart Road.	50 0 0	44 5 10	4 0 0	48 5 10	...		
6. Molyneaux Point Jetty, Old Beach.	250 0 0	247 10 11	2 9 1	250 0 0	...		
8. Jetty, Herlihy's Point.	200 0 0	58 3 0	130 14 4	188 17 4	...	11 2 8	

Re-appropriated by  
Clause 5 of 54 Vict.  
No. 18, for Jetties,  
Garth's Point and  
Brooks' Bay.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
8. Jetty, Spinx's Point.	206	15	0	213	5	8	...			206	15	0	...			...			Credit transfer,— £6 10s. 8d. to 54 Vict. No. 18, Item 12.
9. Jetty, Gordon (extension).	200	0	0	199	3	2	0	16	10	200	0	0							
10. Widening Approaches Oyster Cove Jetty.	50	0	0	38	5	1	11	14	11	50	0	0							
11. Jetty, Woodbridge (approach).	50	0	0	41	12	6	7	15	9	48	8	3							
13. Jetty, Crooked Tree Point, Port Cygnet.	300	0	0	9	7	8	290	12	4	300	0	0							
14. Jetty, Jackson's Point, Huon.	150	0	0	2	18	9	110	0	0	112	18	9	117	3	0	32	0	0	
15. Jetty, Cairns' Bay, Huon, (with approach).	150	0	0	9	18	6	140	1	6	150	0	0							
16. Jetty, Surges Bay, (completion).	300	0	0	...			96	3	9	96	3	9	109	17	6	93	0	0	
17. Jetty, Sorell.	300	0	0	...			...			...			...			300	0	0	
18. Jetty, Impression Bay, (approaches).	100	0	0	98	10	0	1	10	0	100	0	0							
20. Jetty, Lymington and Wattle Grove, (completion).	200	0	0	109	12	9	90	7	3	200	0	0							
22. Jetty, Boobyalla, (alteration of line).	250	0	0	3	12	0	...			3	12	0	...			246	0	0	
29. Forth Breakwater.	300	0	0	...			121	6	10	121	6	10	...			178	0	0	
30. Leven Wharves.	500	0	0	...			...			...			...			500	0	0	
31. Penguin Jetty and Breakwater (completion)	175	0	0	162	19	6	2	0	0	164	19	6	...			8	0	0	
<i>Act 53 Vict. No. 54, Clause 6.</i>																			
Training Wall, east side of Leven to Black Jack.	407	9	4	0	10	0	407	9	4	407	19	4							
<i>Act 53 Vict. No. 54.</i>																			
1. Beaconsfield Jetty.	210	0	0	...			246	14	11	246	14	11							
2. Swansea (completion).	1000	0	0	...			927	7	5	927	7	5	220	0	0				
3. Esperance.	250	0	0	...			5	4	5	5	4	5	269	11	3				
4. Cairns' Bay and approaches.	100	0	0	4	0	0	96	0	0	100	0	0							
5. Woodbridge.	200	0	0	0	10	0	164	16	4	165	6	4	...			34	0	0	
6. Long Bay.	200	0	0	124	12	11	83	7	1	208	0	0							
7. Mosquito Point, Victoria, (completion).	50	0	0	17	5	6	25	14	4	42	19	19							
8. Flowerpot Channel (completion).	100	0	0	64	14	11	34	8	0	99	2	11							
9. Jetty, Jacobs' Boat Harbour, (approach).	200	0	0	5	5	0	194	15	0	200	0	0							
10. Southport Jetty (completion).	20	0	0	...			...			...			...			20	0	0	
11. Jetty, Impression Bay, (widening and completion).	300	0	0	2	5	0	345	0	5	347	5	5	14	18	8				
12. Wedge Bay Jetty (completion).	30	0	0	...			0	15	0	0	15	0	...			29	0	0	

13. Jetty, South Bruni, (north end of Mills' Beach).	200	0	0	...	11	8	10	11	8	10	217	0	0
14. Jetty, Garden Island Creek, (completion).	100	0	0	76	6	11	23	13	1	100	0	0	
17. Stanley (part of £18,000).	6000	0	0	53	6	11	1438	0	7	1491	7	6	3180
18. Wynyard (New Harbour).	5500	0	0	60	5	3	4590	7	10	4650	13	1	850
19. Emu Bay (conditional upon grant from V.D.L. Co. of 3 acres of land at Blackman's Point for public purposes).	6000	0	0	637	6	1	5366	19	0	6004	5	1	
20. Penguin.	1000	0	0	95	9	6	903	0	7	998	10	1	18
21. Ulverstone.	5000	0	0	25	8	11	675	3	8	700	12	7	...
22. Dredging Formby Bar and Mersey River (conditional upon a similar sum being expended by Mersey Marine Board).	10,000	0	0	229	6	7	4730	2	3	5059	8	10	4299
23. Dredging Turning Basin, Latrobe.	800	0	0	1	6	0	401	9	5	402	15	5	397
24. Detention River Improvements.	500	0	0	...	...	...	94	2	1	94	2	1	...
25. Survey and sinking Trial Shafts, Eagle Hawk Neck.	200	0	0	126	5	3	64	16	7	191	1	10	8
26. Snagging Huon River.	300	0	0	0	17	9	299	2	3	300	0	0	
<i>53 Vict. No. 59.</i>													
1. Improvements to River Tamar.	10,000	0	0	...	...	...	8879	6	9	8879	6	9	1120
2. Whirlpool Rock.	1000	0	0	777	10	7	222	9	5	1000	0	0	...
<i>54 Vict. No. 18.</i>													
1. George's Bay.	100	0	0	...	...	...	98	1	3	98	1	3	...
2. Snug.	150	0	0	...	...	...	...	...	...	...	...	...	150
3. Half-moon Bay (completion).	100	0	0	...	...	...	5	5	0	5	5	0	...
4. Green's Creek (Port Sorell).	200	0	0	...	...	...	2	9	8	2	9	8	217
5. Deep Bay.	150	0	0	...	...	...	...	...	...	...	...	...	150
6. Wattle Grove, Lymington, and Gardner's Bay.	300	0	0	...	...	...	75	17	5	75	17	5	14
7. Flight's Bay.	250	0	0	...	...	...	4	9	4	4	9	4	292
8. Lady's Bay (Brown's Corner).	200	0	0	...	...	...	6	17	0	6	17	0	330
9. Upper Huon, South side.	100	0	0	...	...	...	8	19	0	8	19	0	134
10. Blackwall, West Tamar.	100	0	0	...	...	...	69	19	6	69	19	6	18
11. Jackson's Point.	100	0	0	...	...	...	12	15	0	12	15	0	79
12. Cairns' Bay, Brooks' Bay, Garth's, Spinx's Point, Garden Island Creek, D'Entrecasteaux, Little Oyster Cove, Boat Harbour and Maria Island (completion) excesses previous votes.	200	0	0	...	...	...	74	19	7	74	19	7	132
13. Fleurty's Point Jetty and Approaches (Franklin District).	150	0	0	...	...	...	3	16	4	3	16	4	198
16. Duck River, Smithton.	120	0	0	...	...	...	33	1	3	33	1	3	...
17. Stanley.	6000	0	0	...	...	...	627	18	11	627	18	11	...
18. Huon River Improvements (Franklin and Picnic).	200	0	0	...	...	...	73	13	6	73	13	6	...
19. Dredging Plant (purchase).	16,500	0	0	...	...	...	14,560	0	1	14,560	0	1	1552

Total expenditure since 1882 out of Parliamentary Votes, £66,777 17s. 3d.

<i>Heading.</i>	<i>Voted and authorised.</i>	<i>Amount expended as per last Return.</i>	<i>Expenditure since last Return.</i>	<i>Total Expenditure to 31st May, 1891.</i>	<i>Further Liabilities.</i>	<i>Balance available for further Expenditure.</i>	<i>Remarks.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
20. Emu Bay Breakwater (completion).	5000 0 0	...	5147 19 11	5147 19 11*			
21. Improvements, Detention River Harbour.	1200 0 0	...	7 13 0	7 13 0	259 2 6	933 4 6	
54 <i>Vict. No. 39.</i>							
1. Improvements, River Tamar.	10,000 0 0	...	...	...	...	10,000 0 0	
<b>LIGHTHOUSES.</b>							
53 <i>Vict. No. 54.</i>							
27. Eddystone Lighthouse (completion).	1612 0 0	650 16 7	..	650 16 7	...	961 0 0	
28. Table Cape Lighthouse (completion).	947 0 0	...	..	...	...	947 0 0	
29. Leading Light, River Mersey.	600 0 0	...	600 0 0	600 0 0	...	...	
54 <i>Vict. No. 34.</i>							
10. Mersey Bluff (completion of).	374 3 11	...	374 3 11	374 3 11			
11. Table Cape (completion of).	108 12 2	...	108 12 1	108 12 1			
12. Eddystone (completion of).	652 13 9	...	652 13 9	652 13 9			
<i>Act, 54 Vict. No. 40.</i>							
1. Leading Lights, Macquarie Harbour.	1700 0 0	...	10 0 0	10 0 0	339 0 0	1351 0 0	
46 <i>Vict. No. 27.</i>							
Item 1. Country Post and Telegraph Offices, New Norfolk, Beaconsfield, Lefroy, and West Coast.	3000 0 0	2022 14 7	300 0 0	2322 14 7	...	677 5 5	
46 <i>Vict. No. 47.</i>							
Buildings.							
2. Erection of Police and Municipal Buildings, Glenorchy.	400 0 0	9 10 0	390 10 0	400 0 0			
47 <i>Vict. No. 32.</i>							
8. Hobart, Additions, Lands and Works Offices.	2500 0 0	2458 3 9	...	2458 3 9	...	41 0 0	

£ s. d.  
54,527 0 0

\* Total Expenditure from all sources, including £4000 for Plant  
This will be reduced by Credit for cement on hand when  
sold, valued at about..... 700 0 0

Local Contributions—  
V. D. L. Co. .... £6000  
W. Bischoff Co. .... 1000  
Table Cape Marine Board..... 2050  
————— 9050 0 0

10. Jerusalem, Police Buildings.	615 0 0	838 10 3	...	838 10 3	...	...
	300 0 0*	...	...	...	...	...
<i>47 Vict. No. 37.</i>						
Item 1. Purchase of Land for the erection of a Gaol for Tasmania, and other purposes relating thereto.	3000 0 0	...	...	24 1 0	...	2975 0 0
<i>48 Vict. No. 42.</i>						
Purchase of Land as site for Quarantine Station.	5000 0 0	4581 0 6	411 6 3	4992 6 9	...	7 0 0
<i>48 Vict. No. 47.</i>						
Item 2. Hospital, Waratah.	200 0 0	...	...	...	...	200 0 0
<i>49 Vict. No. 42.</i>						
11. Building at Launceston for a Museum, Public Library, and Art Gallery (conditional).	5000 0 0	4531 10 1	410 3 0	4941 13 1	...	...
<i>49 Vict. No. 46.</i>						
3. Re-erection of Cottage, Government House.	350 0 0	308 10 0	...	308 10 0	...	41 10 0
4. Additions to Museum, and to provide Art Gallery, Hobart.	3000 0 0	2990 6 3	12 2 1	3002 8 4	...	...
13. Court House, Gordon.	350 0 0	224 11 9	...	224 11 9	...	125 0 0
<i>50 Vict. No. 25.</i>						
7. Cottage for Water Bailiff, at New Town.	200 0 0	186 1 0	...	186 1 0	...	13 0 0
8. Customs Shed, Leven.	250 0 0	208 0 2	...	208 0 2	...	41 0 0
<i>51 Vict. No. 41.</i>						
Permanent Quarantine Station, Launceston.	1000 0 0	757 18 9	191 18 6	949 18 3	50 0 9	...
<i>51 Vict. No. 48.</i>						
1. Post and Telegraph Offices generally.	6003 17 0	6002 0 0	0 12 0	6002 12 0	...	1 0 0
4. Hospital, Hobart, additional Buildings and Improvements (including purchase).	2250 0 0	1419 0 8	830 19 4	2250 0 0	...	...
5. Hospital, Launceston.	3500 0 0	2570 5 8	518 5 6	3088 11 2	400 0 0	...
6. Water Supply, New Town Charitable Institution.	800 0 0	746 18 4	...	746 18 4	...	53 0 0
7. Additions and Alterations, New Town Charitable Institution.	1000 0 0	483 7 2	516 12 10	1000 0 0	...	...
9. New Police Buildings (including purchase).	2000 0 0	1862 18 4	47 11 8	1910 10 0	...	89 0 0
<i>52 Vict. No. 65.</i>						
2. Court Houses generally (including purchase).	1000 0 0	349 14 7	627 18 0	977 12 7	...	185 12 9
5. New Custom House, Launceston.	700 0 0	500 7 3	14 10 0	514 7 3	...	...
8. Dynamite Magazine, Launceston.	650 0 0	553 19 4	59 6 0	613 5 4	...	36 14 8

\* Subsequently provided for by 49 Vict. No. 46.

<i>Heading.</i>	<i>Voted and authorised.</i>	<i>Amount expended as per last Return.</i>	<i>Expenditure since last Return.</i>	<i>Total Expenditure to 31st May, 1891.</i>	<i>Further Liabilities</i>	<i>Balance available for further Expenditure.</i>	<i>Remarks.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
10. Hospital, Hobart.	1600 0 0	...	647 14 2	647 14 2	953 0 0		
11. Hospital, Launceston.	1600 0 0	45 12 2	7 7 6	52 19 8	1507 0 0	40 0 4	
12. Post and Telegraph Offices generally.	3003 8 9	1132 11 0	1870 17 9	3003 8 9			
14. Landing Waiter's Office, Ulverstone.	130 0 0	0 5 0	125 0 0	125 5 0	...	4 15 0	
<i>53 Vict. No. 52.</i>							
1. Post and Telegraph Office, Launceston (completion).	1000 0 0	553 18 10	994 0 4	1547 19 2	452 0 0		
	1000 0 0						
2. Hospital for Insane, New Norfolk.	10,000 0 0	700 18 10	106 18 0	807 16 10	9192 3 2		
3. New Public Offices, Franklin Square, Hobart, (completion).	2431 0 0	2430 14 0	...	2430 14 0			
4. Ditto, Iron Fencing and Ornamental Gates and Footpath in front.	600 0 0	13 3 9	250 6 0	263 9 9	337 0 0		
5. Parliamentary Buildings, including Electric Light (completion).	350 0 0	325 5 3	...	325 5 3	...	24 0 0	
6. New Police Buildings (including purchase).	3000 0 0	76 11 5	1933 16 8	2010 8 1	985 2 0		
7. Hospital, Launceston, additional Buildings and Improvements.	3250 0 0	15 3 11	2777 8 11	2792 12 10	...	457 0 0	
8. Hospital, Hobart, additional Buildings and Improvements.	4000 0 0	59 4 0	58 16 8	118 0 8	4923 0 0		
9. Alterations and Additions to Cottage, Domain, for residence of Curator of Museum.	500 0 0	406 12 6	93 7 6	500 0 0	88 14 0		
10. Post and Telegraph Offices generally.	2000 0 0	2 9 0	1997 11 0	2000 0 0	135 16 0		
11. Court-houses generally (including purchase).	1000 0 0	...	637 19 9	637 19 9	107 5 1	254 0 0	
13. Assistants' Quarters, Mersey Bluff Lighthouse	550 0 0	...	...	...	...	550 0 0	
14. Commissioner's Residence, Strahan (completion).	50 0 0	37 19 6	12 0 6	50 0 0			
15. Laying on Gas, New Town Charitable Institution.	250 0 0	...	248 14 3	248 14 3			
16. Technical School Buildings (completion) for Analyst (in addition to amount of £5000 re-appropriated by Section 5).	350 0 0	1240 5 3	3616 8 9	4856 14 0	730 0 0		
	5000 0 0						
17. Industrial School, Launceston, in aid of Building.	1000 0 0	...	1000 0 0	1000 0 0			
18. Purchase of Marine Board Boat's Crew Quarters, Hobart.	1600 0 0	...	1600 0 0	1600 0 0			
19. Customs Shed, Hobart.	600 0 0	...	8 2 6	8 2 6	383 0 0	208 0 0	
20. State Schools—Asphalting Playgrounds, Hobart, Launceston, and Invermay.	700 0 0	139 5 0	805 8 0	944 13 0			
21. Campbell Town Hospital (completion).	100 0 0	100 0 0	...	100 0 0			



54 Vict. No. 34.														
2. Post and Telegraph Offices generally.	4000	0	0	...	3527	15	2	3527	15	2	...	1472	0	0
3. Police and Court-house Buildings (generally).	3000	0	0	...	11	7	0	11	7	0	...	2988	0	0
4. Hospital for Insane, New Norfolk (completion).	10,000	0	0	...	...	...	...	...	...	...	...	10,000	0	0
5. Technical School, Hobart—Fittings.	500	0	0	...	...	...	...	...	500	0	0	...	...	...
6. Alterations at Gaol, Hobart.	500	0	0	...	419	16	6	419	16	6	...	80	0	0
7. Cottage, Domain (completion).	50	0	0	...	34	10	5	34	10	5	...	15	0	0
8. Cottage Hospital, West Coast.	500	0	0	...	...	...	...	...	...	...	...	500	0	0
9. Alterations to premises, Glen Dhu, Launceston.	350	0	0	...	...	...	...	...	...	...	...	350	0	0

54 Vict. No. 44.														
1. Hospital for Insane, New Norfolk.	5000	0	0	...	...	...	...	...	...	...	...	5000	0	0
2. Purchase of premises, Glen Dhu, Launceston, for Invalid Depôt.	1500	0	0	...	...	...	...	...	...	...	...	1500	0	0
3. New Asylum for Invalids, Gaol, Watch-house, and Police Court, Launceston.	15,000	0	0	...	...	...	...	...	...	...	...	15,000	0	0
5. Additions and alterations for Post and Telegraph Office, Hobart.	4300	0	0	...	...	...	...	...	...	...	...	4300	0	0

49 Vict. No. 15. State Schools.														
Erection of State Schools—														
Beaconsfield.	...	112	10	0	213	14	6	326	4	6	...	...	...	...
Bridgenorth.	...	...	...	...	199	0	0	199	0	0	...	...	...	...
Castra.	...	200	0	0	220	9	7	420	9	7	...	...	...	...
Cradoc.	...	75	0	0	240	14	2	315	14	2	...	...	...	...
Claremont.	...	100	0	0	147	16	0	247	16	0	...	...	...	...
Cape Barren Island.	...	150	0	0	342	17	4	492	17	4	...	...	...	...
Circular Head.	...	...	...	...	50	0	0	50	0	0	...	...	...	...
Conara.	...	291	6	0	17	14	0	309	0	0	...	...	...	...
Chudleigh.	...	...	...	...	135	0	0	135	0	0	...	...	...	...
Exton.	...	...	...	...	450	3	11	450	3	11	...	...	...	...
Evandale.	...	1488	16	6	1	5	0	1490	1	6	...	...	...	...
Ellendale.	...	...	...	...	51	3	8	51	3	8	...	...	...	...
Flowery Gully.	...	...	...	...	226	18	0	226	18	0	...	...	...	...
Franklin.	...	...	...	...	150	0	0	150	0	0	...	...	...	...
Forest Road, Circular Head.	...	...	...	...	14	0	0	14	0	0	...	...	...	...
Gardner's Bay.	...	...	...	...	75	0	0	75	0	0	...	...	...	...
George's River.	...	...	...	...	17	0	0	17	0	0	...	...	...	...
Hastings.	...	253	10	0	163	14	9	417	4	9	...	...	...	...
Hagley.	...	130	11	0	76	0	0	206	11	0	...	...	...	...
Jerusalem.	...	...	...	...	281	5	0	281	5	0	...	...	...	...
Lebrina.	...	...	...	...	345	11	1	345	11	1	...	...	...	...
Lymington.	...	...	...	...	392	0	0	392	0	0	...	...	...	...
Murray-street, Hobart.	...	228	12	0	71	2	6	299	14	6	...	...	...	...
Mount Seymour.	...	119	14	0	6	6	0	126	0	0	...	...	...	...
Moriarty Road (land).	...	...	...	...	15	0	0	15	0	0	...	...	...	...
Mangana.	...	21	9	0	240	11	0	262	0	0	...	...	...	...

Heading.	Voted, and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
Mole Creek.	...	...	...	167	0	0	181	15	0	348	15	0								
New Town.	...	...	...	...	...	...	358	0	0	358	0	0								
Parattah.	...	...	...	51	8	0	2	14	0	54	2	0								
Patersonia.	...	...	...	...	...	...	39	18	1	39	18	1								
Richmond.	...	...	...	...	...	...	296	0	0	296	0	0								
Romanie Creek.	...	...	...	416	10	0	76	14	0	493	4	0								
Recherche.	...	...	...	50	0	0	62	8	0	112	8	0								
Sandford.	...	...	...	...	...	...	3	16	6	3	16	6								
Sprent.	...	...	...	...	...	...	109	0	0	109	0	0								
Uxbridge.	...	...	...	150	0	0	35	0	0	185	0	0								
West Scottsdale.	...	...	...	78	0	0	77	2	0	155	2	0								
Weldborough.	...	...	...	190	0	0	462	9	6	652	9	6								
Waratah.	...	...	...	185	0	0	41	7	0	226	7	0								
White Hills.	...	...	...	286	18	0	38	15	2	325	13	2								
West Hobart.	...	...	...	...	...	...	901	11	0	901	11	0								
Wynyard.	...	...	...	...	...	...	83	0	0	83	0	0								
Zeehan.	...	...	...	...	...	...	320	0	0	320	0	0								
<b>DEFENCES.</b>																				
<i>49 Vict. No. 45.</i>																				
1. Completion of Alexandra and Bluff Batteries.	6100	0	0	6100	0	0	...	...	...	6100	0	0								
2. Construction of Tamar Battery, and Purchase of Land.	1000	0	0	225	0	5	...	...	...	225	0	5								
3. Excesses on 42 Vict., No. 28, and 46 Vict., No. 45.	5778	4	4	5778	4	4	...	...	...	5778	4	4								
4. Armament of Batteries and Field Defence (including Equipment and Amunition.)	18,680	0	0	18,511	1	7	...	...	...	18,511	1	7								
5. Torpedoes, Electric Light, Submarine Mines and Stores.	4500	0	0	4358	18	1	...	...	...	4358	18	1								
6. Shed for Whitehead Torpedoes, Jetty, Tramways, &c.	600	0	0	446	18	0	...	...	...	446	18	0								
7. Camp and Field Equipment.	1357	5	6	1357	5	6	...	...	...	1357	5	6								
8. Purchase and completion of Rifle Ranges, including Targets.	3700	0	0	3273	13	4	426	6	8	3700	0	0								
9. Purchase and completion of Hulks.	1934	10	2	1934	10	2	...	...	...	1934	10	2								
10. Floating Magazine.	600	0	0	600	0	0	...	...	...	600	0	0								
11. Construction of Telegraph to S.E. Cape.	750	0	0	554	1	1	...	...	...	554	1	1								
<i>52 Vict. No. 61.</i>																				
1. Strengthening and Additions to One Tree Point and Kangaroo Bluff Batteries.	1500	0	0	1500	0	0	...	...	...	1500	0	0								
2. Excess under Defence Works Execution Act,	1000	0		998	16	2	...	...	...	998	16	2								

Information as to Defence Expenditure obtained from Treasury, Votes not being under control of Public Works Department.

3. Defences, Launceston.	1650 0 0	7 12 0	92 6 5	99 18 5
4. War Equipment.	160 0 0	159 14 4	...	159 14 4
5. Camp Equipment.	350 0 0	349 11 11	1 14 3	351 6 2
6. Carriage 64-pounder M.L.R. Gun.	45 0 0			
7. 1,000 Rifles, with accoutrements, &c.	3850 0 0	1793 11 11	98 14 10	1892 6 9
8. Equipment, Ammunition for 1,000 Rifles.	1050 0 0	394 12 10	...	394 12 10
9. To provide Targets, Country Rifle Ranges.	290 0 0	287 0 10	...	287 0 10
10. In aid of Country Rifle Ranges.	150 0 0	64 0 0	57 0 0	121 0 0

54 Vict. No. 32.

1. Excesses on Votes for completion of Alexandra and Kangaroo Bluff Batteries under Acts 49 Vict., No. 45, and 52 Vict., No. 61.	683 18 10	...	683 18 10	683 18 10
2. Purchase and completion of Sandy Bay Rifle Range.	800 0 0	...	757 7 8	757 7 8
3. Targets for Auxiliary Forces.	50 0 0	...	10 11 6	10 11 6
4. Purchase of Derrick for Hulk.	29 0 0	...	29 0 0	29 0 0
5. For completion and increase of camp and Field Equipment.	988 0 0	...	437 17 5	437 17 5
6. Equipment, Auxiliary Force.	1440 0 0	...	911 8 9	911 8 9
7. To complete Equipment for Guns mounted in Batteries.	1058 0 0	...	180 19 10	180 19 10
8. New Works and Requirements for Batteries.	312 0 0	...		
9. Equipment, Mounted Rifles.	120 0 0	...		
10. Increased Equipment, Southern Artillery Ball Ammunition.	1440 0 0	...		
11. To complete Submarine Mining Equipment.	400 0 0	...	35 1 11	35 1 11

TELEGRAPHS.

53 Vict. No. 56.

Construction of Telegraph Lines and extension of Telephonic Communication.	3000 0 0	1046 16 4	1951 16 2	2998 12 6
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54 Vict. No. 18.

24. Telegraph Line, Ouse to Strahan.	3500 0 0	...	1717 3 11	1717 3 11
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54 Vict. No. 31.

Construction of Telegraph Lines and extension of Telephonic Communication.	4000 0 0	...	2691 2 10	2691 2 10
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STREETS.

47 Vict. No. 33.

2. Improvements, D'Arcy-street, Hobart.	400 0 0	...	400 0 0	400 0 0
5. Improvements, streets, footpaths, & drainage, Town of Beaconsfield.	1000 0 0	982 1 4	...	982 1 4

Information as to Telegraph Expenditure obtained from Treasury, Votes not being under control of the Public Works Department.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
30. Asphalting paths in front of Public Buildings, Salamanca Place, Davey-street, and in front of Parliament Buildings.	300	0	0	243	9	0	...	...	...	243	9	0	...	...	...	56	0	0	
48 Vict. No. 46.																			
11. Improvement of outlying streets in the City of Hobart.	3500	0	0	3351	8	2	...	...	...	3351	8	2	...	...	...	148	0	0	
49 Vict. No. 50.																			
1. Construction and improvement of outlying streets, Hobart.	3750	0	0	3452	0	5	...	...	...	3452	0	5	...	...	...	297	0	0	
51 Vict. No. 47.																			
21. Improvements to streets, Waratah	1000	0	0	962	16	0	...	...	...	962	16	0	...	...	...	37	0	0	
22. Improvements to streets, New Norfolk (conditional £1 for every £1 locally raised).	500	0	0	...	...	...	...	...	...	...	...	...	...	...	...	500	0	0	
Item 23. Improvements to streets, Invermay (£1 for every £1 locally raised & expended).	1000	0	0	...	...	...	...	...	...	...	...	...	...	...	...	1000	0	0	
Item 24. Improvements Forster-street, East Invermay.	300	0	0	245	17	7	9	16	0	255	13	7	...	...	...	44	0	0	
Item 27. Improvements to streets, Ulverstone (£1 for every £1 locally raised & expended).	500	0	0	...	...	...	100	1	1	100	1	1	...	...	...	399	0	0	
53 Vict. No. 58.																			
1. City of Hobart, North (streets).	1400	0	0	...	...	...	1400	0	0	1400	0	0	...	...	...	...	...	...	
2. City of Hobart, South (streets).	1300	0	0	...	...	...	1300	0	0	1300	0	0	...	...	...	...	...	...	
3. City of Hobart, West (streets).	1300	0	0	...	...	...	1300	0	0	1300	0	0	...	...	...	...	...	...	
4. City of Launceston.	3000	0	0	...	...	...	3000	0	0	3000	0	0	...	...	...	...	...	...	
5. Glebe Town.	350	0	0	...	...	...	263	3	0	263	3	0	...	...	...	86	0	0	
6. Formby.	200	0	0	...	...	...	...	...	...	...	...	...	...	...	...	200	0	0	
7. Ellesmere.	150	0	0	...	...	...	63	15	9	63	15	9	...	...	...	86	0	0	
8. Trevallyn.	100	0	0	...	...	...	...	...	...	...	...	...	...	...	...	100	0	0	
54 Vict. No. 18.																			
33. Park-street (Loinah Road District).	150	0	0	...	...	...	...	...	...	...	...	...	...	...	...	150	0	0	
22. Streets, Strahan (construction).	1000	0	0	...	...	...	250	0	0	250	0	0	...	...	...	750	0	0	
23. Streets, Zeehan (construction).	1000	0	0	...	...	...	195	5	0	195	5	0	804	15	0	...	...	...	
31. Streets, Beaconsfield (construction).	500	0	0	...	...	...	5	2	2	5	2	2	494	17	10	...	...	...	
54 Vict. No. 44.																			
6. Construction of Streets, Government Farm land.	1000	0	0	...	...	...	4	4	0	4	4	0	...	...	...	995	16	0	

TRACKS.									
46 <i>Vict. No. 26.</i>									
19. From Fenton Forest to vicinity of Mt. Wedge.	500	0	0	340	4	6	160	0	0
22. From Corinna to North Heemskirk.	1500	0	0	1487	16	7	12	3	5
49 <i>Vict. No. 44.</i>									
14. Tracks generally for facilitating Mineral Explorations.	3000	0	0	3000	0	0	2958	1	2
19. To the Rocky Creek Goldfields and other Tracks in the vicinity of Castray and Savage Rivers.	400	0	0	...	...	...	400	0	0
53 <i>Vict. No. 54.</i>									
15. Tracks and Emergent Works, West Coast.	2000	0	0	258	9	4	1888	7	8
	146	17	0						
16. Tracks generally, Emergent Works, and Surveys for Roads.	2000	0	0	290	8	5	1434	0	4
54 <i>Vict. No. 18.</i>									
14. Tracks and Emergent Works for West Coast.	3000	0	0	...	1499	16	4	1499	16
15. Tracks generally, Emergent Works, and Surveys for Roads.	2000	0	0	...	560	11	4	560	11
								1500	0
								1400	0
MISCELLANEOUS.									
46 <i>Vict. No. 30.</i>									
Improvement Hobart Rivulet.	20,000	0	0	19,638	17	2	361	2	10
46 <i>Vict. No. 46.</i>									
8. Construction of Tramway over East Bay Neck.	350	0	0	6	11	0	6	11	0
47 <i>Vict. No. 34.</i>									
5. Construction of a Tramway across Ralph's Bay Neck.	500	0	0	5	14	2	5	14	2
48 <i>Vict. No. 46.</i>									
25. Purchase of Traction Engine for Stone-crushers.	800	0	0	...	...	...	...	...	800
49 <i>Vict. No. 44.</i>									
37. Purchase of two Traction Engines for Stone-crushers.	1700	0	0	...	...	...	...	...	1700
48 <i>Vict. No. 46.</i>									
27. Drainage of the Town of Waratah (sanitary purposes).	1000	0	0	978	15	7	978	15	7
49 <i>Vict. No. 44.</i>									
35. Crane for Beauty Point Jetty, Beaconsfield.	400	0	0	195	9	6	195	9	6

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
50 Vict. No. 23. 20. Purchase of Recreation Ground, West Hobart.	1000	0	0	...			1000	0	0	1000	0	0							
51 Vict. No. 47. 30. Improvements Botanical Gardens.	200	0	0	127	14	0	...			127	14	0				72	0	0	
51 Vict. No. 45. 12. Sorell Causeway.	1200	0	0	171	16	8	34	11	4	206	8	0				993	0	0	
52 Vict. No. 59. 17. Sorell Causeway (flood-openings).	1000	0	0	9	0	0	3	16	6	12	16	6				987	3	6	
53 Vict. No. 54. 31. Embankments and Drainage, Swamp, Launceston.	2000	0	0	776	14	3	811	7	7	1588	1	10				411	0	0	
33. Improvements, Formby Esplanade.	500	0	0	68	14	2	408	7	10	477	2	0	24	7	10				
35. Forth Recreation Ground (purchase).	150	0	0	...			110	13	8	110	13	8				39	0	0	
36. Glenorchy Recreation Ground, conditional upon a like sum being contributed locally.	250	0	0	...			...			...						250	0	0	
37. Purchase of Old Market, Hobart.	9000	0	0	...			...			...						9000	0	0	
38. West Hobart Recreation Ground (purchase).	1000	0	0	...			503	2	0	503	2	0				396	0	0	
39. Purchase, Green's Wharf, Launceston.	2100	0	0	...			2336	8	9	2336	8	9							
40. Repairing damage caused by floods.	139	14	6	1500	0	0	1498	1	4	0	10	0	1498	11	4				
51 Vict. No. 28. Purchase, Completion to Mount Cameron Water-race.	21,016	0	3	21,016	0	3	...			21,016	0	3							
53 Vict. No. 54. 30. Completion to Mount Cameron Water-race.	6000	0	0	4654	7	6	1345	2	6	6000	0	0							
54 Vict. No. 18. 25. Completion to Mount Cameron Water-race.	4700	0	0	...			4460	7	3	4460	7	3				239	12	9	
26. Purchase of Land for Mining Easements.	1000	0	0	...			...			...						1000	0	0	
27. Upper and Lower Roads, Queen's Domain (completion).	400	0	0	...			203	16	8	203	16	8				196	3	4	
28. Maryville Beach Esplanade.	150	0	0	...			144	11	5	144	11	5				4	8	7	
29. Quarantine Ground, Launceston.	100	0	0	...			...			...						100	0	0	
30. Cemetery Site, Launceston.	1600	0	0	...			...			...						1600	0	0	
32. Sandy Bay Rivulet, Improvements (conditionally upon the sum of £100 being provided locally).	200	0	0	...			0	6	0	0	6	0				199	0	0	

35. Purchase Quarantine Ground, (South), Buildings and Accommodation Works.	2500	0	0	...	2191	12	1	2191	12	1	111	18	8	196	0	0
36. Purchase Green Ponds Recreation Ground (conditional upon a similar sum being raised locally).	200	0	0	...	...			...			...			200	0	0
37. Purchase Franklin Recreation Ground (conditional upon a similar sum being raised locally).	200	0	0	...	...			...			...			200	0	0
38. Purchase of Scottsdale Recreation Ground (conditional upon a similar sum being raised locally).	200	0	0	...	...			...			...			200	0	0
39. Esplanade, Formby (Improvements).	500	0	0	...	...			...			...			500	0	0
<i>54 Vict. No. 35.</i>																
2. Purchase of Machinery for Government Printing Office.	450	0	0	...	400	0	6	400	0	6	...			49	19	6
<i>54 Vict. No. 44.</i>																
4. Purchase of Noxious Trades Area, Launceston, Drainage and Water Supply.	2500	0	0	...	...			...			...			2500	0	0

<i>Waste Lands Act.</i>	<i>Amount available.</i>																				
	£	s.	d.																		
County of Devon—																					
Malling and Parkham.	4491	0	0	3351	15	9	3282	1	8	131	2	3	3413	3	11	...	1077	0	0		
Ashwater and Stowport.	11,504	0	0	9100	0	0	6336	6	9	790	19	1	7127	5	10	800	4	10	3577	0	0
Marland.	3734	0	0	2650	0	0	1740	18	8	315	1	11	2056	0	7	66	15	9	1612	0	0
Winkleigh and Wells.	6586	0	0	4500	0	0	3627	1	8	...			3627	1	8	...			2959	0	0
Bridgenorth.	1855	0	0	1130	0	0	896	17	8	...			896	17	8	...			958	0	0
Kentisbury.	6051	0	0	3930	10	0	4125	19	3	480	8	1	4606	7	4	236	0	0	1109	0	0
Midhurst and Ashgrove.	1856	0	0	1427	0	0	1333	5	6	...			1333	5	6	...			523	0	0
Barrington.	1743	0	0	1309	0	0	1140	1	1	84	4	1	1224	5	2	...			519	0	0
Abbotsham and Bradworthy.	3456	0	0	1828	0	0	1332	10	3	55	5	4	1387	15	7	110	0	0	1959	0	0
North Motton.	3963	0	0	2650	0	0	2614	6	2	239	19	3	2853	5	5	...			1110	0	0
Castra.	5102	0	0	3505	0	0	1468	17	6	332	13	11	1801	11	5	100	17	5	3200	0	0
Nook.	2183	0	0	2183	0	0	1911	10	9	...			1911	10	9	...			271	0	0
Selbourne.	659	0	0	300	0	0	288	11	2	...			288	11	2	...			371	0	0
Staverton.	1772	0	0	1000	0	0	993	10	10	...			993	10	10	282	0	0	497	0	0
Wilmot.	4373	0	0	2008	0	0	1894	9	5	190	1	1	2084	10	6	35	0	0	2254	0	0
Forrabury, Harford and Templeton.	3105	0	0	2600	0	0	1146	19	11	...			1146	19	11	...			1958	0	0
Roland.	3856	0	0	3700	0	0	2236	13	7	635	13	3	2872	6	10	55	4	5	829	0	0
Goodleigh.	414	0	0	400	0	0	...			...			...			...			414	0	0
Loxbere.	2405	0	0	1500	0	0	915	3	10	53	3	9	968	7	7	...			1437	0	0
Narrawa.	2463	0	0	1211	15	0	742	4	7	81	12	11	823	17	6	242	15	0	1397	0	0
Nietta.	3313	0	0	2445	0	0	2252	0	4	60	17	9	2312	18	1	294	19	7	706	0	0
Stoodley and Dulverton.	3793	0	0	3070	0	0	2597	10	4	25	6	6	2622	16	10	...			1170	0	0

Heading.	Amount available.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance for further Expenditure.			Remarks.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Wycombe.	929 0 0	800	0	0	533	6	10	118	5	0	651	11	10	...	...	277	0	0		
Lowana.	1064 0 0	260	0	0	2	13	6	314	7	10	317	1	4	209	0	6	538	0	0	
Northam.	662 0 0	220	0	0	97	8	5	120	15	4	218	3	9	...	...	442	0	0		
Spreyton and Dulverton.	380 0 0	270	0	0	159	10	11	122	0	4	281	11	3	...	...	100	0	0		
Counties of Westmorland and Devon—																				
Vicinity of Chudleigh.	5684 0 0	5600	0	0	3226	19	5	580	2	5	3807	1	10	38	2	6	1839	0	0	
County of Westmorland—																				
Brumby's Creek.	600 0 0	600	0	0	567	1	4	...	...	...	567	1	4	...	...	33	0	0		
Dalebrook, (Woodbridge).	2248 0 0	2000	0	0	773	12	0	581	18	4	1355	10	4	603	18	0	289	0	0	
Archer.	3100 0 0	3004	0	0	2326	1	1	274	7	8	2600	8	9	248	13	4	251	0	0	
Adelphi.	400 0 0	400	0	0	343	1	4	...	...	...	343	1	4	...	...	57	0	0		
Quamby's Bluff, near Deloraine	2650 0 0	2550	0	0	1930	13	2	10	0	0	1940	13	2	...	...	710	0	0		
County of Lincoln—																				
Horncastle.	1000 0 0	1000	0	0	24	14	8	...	...	...	24	14	8	...	...	975	0	0		
County of Wellington—																				
Cam and Seabrook.	13,105 0 0	5536	2	0	5268	1	7	1327	15	8	6595	17	3	1015	12	7	5494	0	0	
Medwin.	1239 0 0	750	0	0	440	11	7	365	12	3	806	3	10	199	5	0	234	0	0	
Montagu River.	874 0 0	573	15	0	450	0	0	32	9	0	482	9	0	...	...	392	0	0		
Dallas.	3289 0 0	1400	0	0	1176	18	9	118	15	6	1295	14	3	...	...	1994	0	0		
Flowerdale (Table Cape).	6000 0 0	5500	0	0	4594	5	3	365	2	1	4959	7	4	783	13	0	257	0	0	
Anderson.	920 0 0	521	0	0	366	3	0	122	12	8	488	15	8	...	...	430	0	0		
Circular Head.	1329 0 0	270	0	0	89	6	10	4	13	0	93	19	10	...	...	1235	0	0		
Gibson.	1208 0 0	250	0	0	146	7	7	29	10	0	175	17	7	22	0	0	1011	0	0	
Mowbray.	820 0 0	550	0	0	63	2	8	407	16	7	470	19	3	107	0	0	243	0	0	
Poilinna and Togari	708 0 0	500	0	0	501	2	3	22	9	5	523	11	8	...	...	184	0	0		
County of Dorset.																				
Upper Piper (Tankerville.)	16,552 0 0	12,130	0	0	8103	17	2	1307	11	1	9411	8	3	65	0	0	7076	0	0	
Springfield, Scottsdale	12,887 0 0	10,750	0	0	7071	18	3	453	14	9	7525	13	0	94	7	0	5267	0	0	
Kay (Upper Ringarooma).	6276 0 0	5850	3	6	4179	16	9	55	15	6	4235	12	3	6	10	0	2024	0	0	
Patersonia and Gunn	2760 0 0	1780	0	0	609	1	6	40	14	1	649	15	7	...	...	2110	0	0		
George's Bay & Gould's Country.	3209 0 0	3200	0	0	2907	12	9	724	2	5	3631	15	2	350	8	9	...	...	...	
Moorina.	4131 0 0	1700	0	0	1018	4	3	36	2	0	1054	6	3	...	...	3077	0	0		
Seaham and Seabrook	1030 0 0	900	0	0	545	13	6	76	1	6	621	15	0	74	9	6	334	0	0	
Lower Piper.	2399 0 0	1350	0	0	1076	15	1	32	16	3	1109	11	4	...	...	1290	0	0		
Upper Little Forester River.	2357 0 0	1700	0	0	1118	6	8	171	3	11	1289	10	7	27	16	0	540	0	0	
Trugannini.	400 0 0	400	0	0	...	...	...	198	12	7	198	12	7	...	...	200	0	0		
Lisle.	...	152	10	0	185	2	0	...	...	...	185	2	0	...	...	...	...	...		
County of Cornwall.																				
Brentwood and Blessington.	600 0 0	600	0	0	601	13	4	...	...	...	601	13	4	...	...	...	...	...		
Egremont.	1130 0 0	849	0	0	719	14	1	123	9	3	843	3	4	62	5	6	225	0	0	
Kendall and Gray.	3180 0 0	1700	0	0	...	...	...	2094	11	4	2094	11	4	...	...	1086	0	0		

Expenditure under 17th Section Waste Lands Act.



Frazer and Talbot.	363	0	0	311	0	0	...	212	14	4	212	14	4	34	10	4	117	0	0			
Frampton and Grampound.	250	0	0	250	0	0	...	98	2	6	98	2	6	135	0	0	17	0	0			
County of Monmouth—																						
Whiteford.	6636	0	0	4522	0	0	4421	3	5	33	4	0	4454	7	5	35	0	0	2147	0	0	
Pelham (Hollow Tree Bottom).	812	0	0	500	0	0	242	0	8	49	11	0	291	11	8	...			520	0	0	
Melville.	1145	0	0	995	1	7	460	0	1	76	9	5	536	9	6	...			609	0	0	
Wallace.	809	0	0	300	0	0	232	5	7	67	6	6	299	12	1	...			509	0	0	
Apsley and Beaufort.	1217	0	0	1100	0	0	722	6	9	19	4	1	741	10	10	5	11	0	470	0	0	
Hartington.	429	0	0	450	0	0	3	8	6	...			3	8	6	104	0	0	322	0	0	
Ormaig (White Kangaroo River).	336	0	0	335	0	0	319	6	2	15	10	0	334	16	2	...			1	0	0	
Jervis.	713	0	0	650	0	0	611	5	6	32	17	9	644	3	3	5	16	9	63	0	0	
Huntingdon.	488	0	0	450	0	0	3	8	6	...			3	8	6	...			484	0	0	
County of Buckingham—																						
Monto's Marsh.	2092	0	0	1250	0	0	1178	15	2	10	14	8	1189	9	10	7	15	0	895	0	0	
Uxbridge.	2977	0	0	1720	0	0	1800	15	4	38	16	10	1839	12	2	60	0	0	1078	0	0	
Glenorchy.	2022	0	0	2036	15	0	1570	5	10	4	18	7	1575	4	5	115	0	0	332	0	0	
New Norfolk and Molesworth	2320	0	0	1750	0	0	912	0	0	257	8	3	1169	8	3	242	3	1	909	0	0	
Port Cygnet.	2973	0	0	1653	0	0	1184	7	3	171	19	8	1356	6	11	107	16	2	1509	0	0	
Gardner's Bay.	481	0	0	460	0	0	447	15	6	...			447	15	6	...			31	0	0	
Sandfly Basin and Parish of Champ.	3340	0	0	1501	0	0	1347	9	8	103	14	6	1451	4	2	80	19	4	1808	0	0	
South Bruni.	1000	0	0	1006	0	0	846	6	7	2	10	0	848	16	7	...			150	0	0	
Tyenna.	800	0	0	800	0	0	...			195	15	4	195	15	4	664	6	5				
County of Cumberland—																						
Graham and Ponsonby.	950	0	0	900	0	0	881	6	2	...			881	6	2	...			69	0	0	
Harrington and Moresby.	1322	0	0	1000	0	0	32	19	6	308	7	4	341	6	10	104	0	0	877	0	0	
Ellenborough.	735	0	0	450	0	0	66	19	6	178	6	9	245	5	3	...			490	0	0	
Hale and Kenmere.	500	0	0	500	0	0	...			13	7	2	13	7	2	137	6	0	350	0	0	
County of Glamorgan—																						
Bicheno.	556	0	0	385	0	0	313	16	6	21	0	0	334	16	6	...			221	0	0	
Boulton and Douglas.	1173	0	0	800	0	0	825	8	8	...			825	8	8	...			348	0	0	
County of Somerset—																						
Exmouth.	900	0	0	810	0	0	565	18	0	155	8	0	721	6	0	...			179	0	0	
Anstey, Maxwell, and Melton.	1632	0	0	1600	0	0	59	15	0	453	10	7	513	5	7	281	8	3	838	0	0	
Durham.	300	0	0	300	0	0	...			83	1	4	83	1	4	19	1	3	198	0	0	
County of Glamorgan—																						
Little Swanport.	700	0	0	650	0	0	297	17	0	297	8	9	595	5	9	...			105	0	0	
Swan River.	931	0	0	700	0	0	836	9	0	15	12	0	852	1	0	...			79	0	0	
Victor and Weitree.	500	0	0	500	0	0	...			...			...			...			500	0	0	
County of Buckingham—																						
Upper Sorell River (Camden and Wellington).	1947	0	0	1500	0	0	1237	15	2	132	13	6	1370	8	8	...			577	0	0	
Mountain River.	2281	0	0	2030	0	0	1435	0	8	33	9	9	1473	10	5	...			807	0	0	
Bagot.	756	0	0	350	0	0	700	8	1	52	18	0	753	6	1	1	0	0	2	0	0	
Nicholl's Rivulet.	441	0	0	440	0	0	400	16	9	1	1	0	401	17	9	...			39	0	0	
Vicinity Town of Hull, Parish of Ranelagh.	1398	0	0	1130	0	0	776	4	4	1	1	9	777	6	1	...			621	0	0	

Heading.	Amount available.			Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Deep Bay.	256	0	0	250	0	0	238	1	4	...	...	...	238	1	4	...	...	...	18	0	0	
Oyster Cove.	3117	0	0	2800	0	0	1295	2	2	97	8	4	1392	10	6	...	...	...	1725	0	0	
County of Kent—																						
Leithbridge.	2195	0	0	1295	0	0	1106	1	3	...	...	...	1106	1	3	...	...	...	1089	0	0	
Honeywood.	5236	0	0	3280	0	0	2876	8	8	342	18	9	3219	7	5	25	0	0	1992	0	0	
Garrett.	2318	0	0	250	0	0	163	7	6	...	...	...	163	7	6	...	...	...	2155	0	0	
Thanet.	2357	0	0	754	0	0	251	19	4	239	13	8	491	12	0	41	3	2	1825	0	0	
Price.	250	0	0	250	0	0	164	12	9	75	3	3	239	15	0	6	0	0	5	0	0	
County of Pembroke—																						
Tasman's Peninsula.	7690	0	0	3504	0	0	2773	3	4	295	7	6	3068	10	10	235	15	0	4386	0	0	
Bream Creek.	1302	0	0	700	0	0	635	0	11	194	12	11	729	12	10	144	1	6	429	0	0	
Canning.	1203	0	0	1110	0	0	710	18	11	67	16	6	778	15	5	16	1	0	409	0	0	
Woodsdale.	...			700	0	0	104	18	0	198	9	6	303	7	6	92	8	8	305	0	0	
Buckland.	1092	0	0	1000	0	0	313	9	6	411	16	9	725	6	3	...	...	...	367	0	0	
Forestier's Peninsula.	...			700	0	0	2	10	0	190	16	7	193	6	7	174	19	1	332	0	0	



<i>District.</i>	<i>Voted and authorised.</i>			<i>Amount expended as per last Return.</i>			<i>Expenditure since last Return.</i>			<i>Total Expenditure 31st May, 1890.</i>		
	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Hamilton—												
1890.....	220	0	0	...			220	0	0	220	0	0
1891.....	220	0	0									
Harford & Templeton—												
1890.....	90	0	0	43	14	3	46	5	9	90	0	0
Horton—												
1890.....	264	3	9	264	3	9	...			264	3	9
1891.....	264	3	9	...			132	1	10	132	1	10
Huon—												
1890.....	150	0	0	...			150	0	0	150	0	0
1891.....	150	0	0	...			75	0	0	75	0	0
Kentish Plains—												
1890.....	195	0	0	97	10	0	97	10	0	195	0	0
1891.....	195	0	0	...			97	10	0	97	10	0
Kingston—												
1890.....	130	3	10	...			130	3	10	130	3	10
1891.....	130	3	10	...			32	10	11	32	10	11
Leven—												
1890.....	334	11	6	64	11	3	258	10	0	323	2	3
1891.....	258	5	0									
Liverpool—												
1890.....	75	0	0	18	15	0	56	5	0	75	0	0
1891.....	105	0	0									
Longford—												
1890.....	175	0	0	...			175	0	0	175	0	0
1891.....	175	0	0	...			43	15	0	43	15	0
Longley—												
1890.....	99	7	6	49	13	9	49	13	9	99	7	6
1891.....	99	7	6	...			24	16	10	24	16	10
Lower Derwent—												
1890.....	50	0	0	2	10	0	16	6	0	18	16	0
1891.....	50	0	0	...			40	12	4	40	12	4
Port Cygnet—												
1890.....	81	0	0	44	8	3	3	4	6	47	12	9
1891.....	81	0	0									
Portland—												
1890.....	296	10	0	...			296	10	0	296	10	0
1891.....	296	10	0	...			74	2	6	74	2	6
Queenborough—												
1890.....	360	0	0	...			360	0	0	360	0	0
1891.....	360	0	0	...			180	0	0	180	0	0
Richmond—												
1890.....	245	11	0	...			245	11	0	245	11	0
1891.....	245	11	0									
Ringarooma—												
1890.....	492	10	0	106	17	6	385	12	6	492	10	0
1891.....	492	10	0	...			123	2	6	123	2	6
Saltwood—												
1890.....	116	5	0	...			116	5	0	116	5	0
Sandy Bay—												
1890.....	45	0	0	11	5	0	33	15	0	45	0	0
1891.....	45	0	0	...			11	5	0	11	5	0

<i>District.</i>	<i>Voted and authorised.</i>			<i>Amount expended as per last Return.</i>			<i>Expenditure since last Return.</i>			<i>Total Expenditure to 31st May, 1891.</i>		
	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Scottsdale—												
1890.....	29	12	4									
1891.....	164	12	4									
Sorell—												
1890.....	360	0	0	...			360	0	0	360	0	0
1891.....	360	0	0									
Sheffield—												
1890.....	25	0	0	12	10	0	12	10	0	25	0	0
1891.....	25	0	0									
Spring Bay—												
1890.....	456	0	0	286	13	11	169	6	1	456	0	0
1891.....	452	1	0	...			95	18	6	95	18	6
St. Mary's—												
1890.....	224	0	0	...			224	0	0	224	0	0
1891.....	280	0	0	...			70	0	0	70	0	0
Surges Bay—												
1891.....	30	0	0	...			15	0	0	15	0	0
Table Cape—												
1890.....	255	18	9	63	19	8	191	19	1	255	18	9
1891.....	255	18	9	...			127	19	4	127	19	4
Trevallyn—												
1890.....	13	0	0	...			13	0	0	13	0	0
1891.....	13	0	0									
Victoria—												
1890.....	99	18	9	24	19	8	74	19	1	99	18	9
1891.....	99	18	9	...			49	19	4	49	19	4
Wellesley—												
1890.....	304	17	11	152	1	2	152	16	9	304	17	11
1891.....	300	0	0	...			189	8	4	189	8	4
Westbury—												
1890.....	135	0	0									
1891.....	135	0	0									
West Tamar—												
1890.....	382	0	0	...			382	0	0	382	0	0
1891.....	382	0	0									
West Mersey—												
1890.....	75	0	0	47	2	3	27	10	9	74	13	0
Woodstock—												
1890.....	69	0	0									
1891.....	69	0	0									
Main Road, Hobart to Launceston—												
1890.....	585	0	0	199	19	7	383	7	3	583	6	10
1891.....	594	0	0	...			269	6	2	269	6	2
Repairs to Road Bridges, Maintenance of Bridgewater Bridge, Contingencies, and Repairs to Road Rollers—												
1890.....	925	17	6	301	6	9	624	5	4	925	12	1
1891.....	1111	0	0	...			427	6	5	427	6	5

*Districts in which Maintenance is under care of District Boards.*

Boobyalla, Bothwell, Cambridge, Dorset, Deloraine, Emu Bay, Evandale, Gordon, Gould's Country, Glamorgan, Hamilton, Horton, Huon, Kentish Plains, Kingston, Leven, Liverpool, Longford, Longley, Lower Derwent, Portland, Queenborough, Richmond, Ringarooma, Saltwood, Sandy Bay, Scottsdale, Sorell, Sheffield, St. Mary's, Surges Bay, Table Cape, Trevallyn, Victoria, Wellesley, Westbury, West Tamar, Woodstock.

*Districts in which Expenditure is under Commissioner of Main Roads.*

Carrick, Don, Forth, George Town, Green Ponds, Harford and Templeton, Port Cygnet, Spring Bay, West Mersey.

*SUMMARY of Expenditure since last Return under "The Roads Act."*

	£	s.	d.
Advances to Boards.....	6917	6	6
Expenditure by Department.....	1805	19	9
Repairs to Road Bridges and Contingencies .....	1051	11	9
Liabilities under Section 60 .....		<i>Nil.</i>	
	<u>£9774</u>	<u>18</u>	<u>0</u>

*ORDINARY Expenditure incurred through Public Works Department during 1890 against Amounts provided in Estimates.*

	£	s.	d.
Allowance to Caretaker, Quarantine Station, Barnes' Bay .....	5	0	0
Aid to Ferry, Kangaroo Point, and Insurance .....	375	0	0
Aid to Ferries, Great Henty and Arthur Rivers .....	73	6	8
Defences—Repairs to Buildings .....	179	5	1
Expenses of Stone-crushers .....	1656	10	7
Parliamentary Buildings—Furniture and Repairs.....	126	18	11
Public Offices, Hobart and Launceston—Fuel and Light.....	92	12	8
Ditto, generally—Furniture .....	867	0	9
Public Buildings—Repairs and Alterations .....	2129	16	7
Ditto, ditto, Murray-street .....	100	0	0
Police Buildings—Construction, Repairs, and Furniture .....	491	1	1
Torpedo Boat—Maintenance .....	6	8	9
Gaols—Alterations and Repairs .....	364	3	0
Government House—Maintenance .....	592	6	3
Hospital for Insane, Cascades—Repairs, &c. ....	24	12	3
Ditto, New Norfolk—Ditto .....	288	13	0
Hospital, General, Hobart—Furniture .....	47	17	0
Ditto—Repairs, &c. ....	444	17	4
Ditto, Launceston—Furniture .....	36	7	6
Ditto—Repairs, &c. ....	366	13	11
Hospital for Contagious Diseases, Hobart—Repairs to Buildings .....	23	9	4
Launceston Charitable Institution—Repairs, &c. ....	25	5	1
New Town Charitable Institution—Repairs, &c. ....	554	8	2
Boys' Training School, Cascades—Repairs, &c.....	37	2	11
Loss on Gas between Government House and Gas Works .....	10	19	5
Public Reserves, Launceston .....	350	0	0
Public Works Department—Salaries, Fixed Establishment, and Travelling Expenses .....	3330	9	6
Ditto—Advertising, Instruments, Stationery, &c. ....	682	16	1
Queen's Domain, Franklin Square, and Barrack Reserve.....	490	16	4
Ditto—Improvements .....	410	0	0
Rent of Ground for Hospital, Lindisferne Bay .....	21	0	0
Swamp Works, Launceston .....	1	8	6
State Schools, in aid of—Repairs.....	1860	5	1
Compensation to Mrs. Kimpton.....	250	0	0
Miscellaneous .....	64	3	0
Unforeseen Expenses.....	427	4	3
Expenses in connection with New Cemetery, Launceston .....	9	19	6
Bonus to Mr. Henry for services with Electric Light .....	20	0	0
Surveys, Estimates, Public Works Proposals .....	199	14	9
Corinna Ferry—Maintenance .....	23	16	8
Allowance to Mr. Jones for Additions to House, Gaol, Launceston .....	105	8	6
	<u>£17,166</u>	<u>18</u>	<u>5</u>

## RAILWAYS.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities			Estimated Total Cost.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
46 <i>Vict. No. 22.</i> 49 <i>Vict. No. 54.</i> 50 <i>Vict. No. 31.</i> Mersey and Deloraine Railway.	188,000	0	0	187,734	12	3	97	19	9	187,832	12	0	167	8	0				
47 <i>Vict. No. 46, item 1.</i> 50 <i>Vict. No. 24, item 1.</i> 51 <i>Vict. No. 49, item 2.</i> 53 <i>Vict. No. 53, item 1.</i> Derwent Valley Railway.	209,500	0	0	209,604	18	1	35	9	7	209,640	7	8							
47 <i>Vict. No. 46, item 2.</i> 50 <i>Vict. No. 24, item 2.</i> 51 <i>Vict. No. 49, item 3.</i> Fingal Railway.	181,000	0	0	181,025	16	0	89	4	4	181,115	0	4							
<i>Launceston and Scottsdale Railway.</i>																			
47 <i>Vict. No. 46, item 3.</i>	300,000	0	0																
51 <i>Vict. No. 49, item 1.</i>	70,000	0	0																
54 <i>Vict. No. 19, item 1.</i>	17,300	0	0																
Contractor for Construction, including accommodation works.	...			257,614	15	8	...			257,614	15	8							
Rails and Fastenings.	...			38,241	2	5	65	4	10	38,306	7	3							
Sleepers.	...			14,526	1	4	...			14,526	1	4							
Points and Crossings.	...			966	14	9	...			966	14	9							
Station Buildings, Platforms, &c.	...			10,182	6	1	117	10	0	10,299	16	1							
Turntables.	...			685	6	6	...			685	6	6							
Water Supply.	...			1233	19	6	...			1233	19	6							
Compensation for Land, including Law Costs and Arbitration Expenses.	...			13,681	13	8	74	8	7	13,756	2	3							
Advertising and Sundries.	...			1362	17	5	44	5	6	1407	2	11							
Signals.	...			641	9	11	...			641	9	11							
Surveys, Supervision, and Plans.	...			24,730	17	6	1	15	0	24,732	12	6							
Extension of Workshops, Launceston.	...			2628	7	7	...			2628	7	7							
Extension of Temporary Wharf, Launceston.	...			776	15	4	...			776	15	4							
Telegraph.	...			1261	3	10	...			1261	3	10							
Furniture, Stores, and Tools.	...			1368	8	0	...			1368	8	0							
Temporary Roads.	...			392	6	0	...			392	6	0							
Fencing Crown Lands.	...			1054	17	9	787	12	3	1842	10	0							
Travelling Crane.	...			...			362	17	11	362	17	11							
Extension Station Buildings.	...			1502	6	10	100	4	2	1602	11	0							
Carriage and Engine Sheds.	...			1313	19	11	202	13	1	1516	13	0							

Heading.	Voted and authorised.		Amount expended as per last Return.		Expenditure since last Return.		Total Expenditure to 31st May, 1891.		Further Liabilities.	Estimated Total Cost.		Remarks.	
	£	s.	d.	£	s.	d.	£	s.		d.	£		s.
Rolling Stock, Locomotives.	...			10,260	9	6	...						
"    Carriages and Waggon.	...			13,409	4	3	0	13	2				
	...			397,835	3	9	1757	4	6	399,592	8	3	
Credits.	...			9011	2	4	4009	8	10	13,020	11	2	
	387,300	0	0	388,824	1	5	Cr.2252	4	4	386,571	17	1	
<i>Green Ponds Railway.</i>													
49 Vict. No. 41, item 1.	113,000	0	0										
52 Vict. No. 57, item 1.	12,000	0	0										
Contractor for Construction, including Accommodation Works.	...			44,015	12	8	14,700	7	7	58,716	0	3	
Rails and Fastenings.	...			13,129	7	1	1272	4	0	14,401	11	1	
Sleepers.	...			5920	13	8	...			5920	13	8	
Points and Crossings.	...			605	8	6	46	6	11	651	15	5	
Station Buildings, Platforms, &c.	...			639	9	7	5963	13	8	6603	3	3	
Turntables.	...			584	3	0	431	6	0	1015	9	0	
Water Supply.	...			903	4	6	508	9	1	1411	13	7	
Compensation for Land, including Law Costs and Arbitration Expenses.	...			2935	3	0	125	15	10	3060	18	10	
Advertising and Sundries.	...			152	16	5	96	8	0	249	4	5	
Surveys, Supervision, and Plans.	...			4494	2	9	1504	10	5	5998	13	2	
Signals.	...			230	18	0	156	15	4	387	13	4	
Carriages and Waggon.	...			23	8	2	13,004	4	11	13,027	13	1	
Junction Works, Brighton.	...			1015	19	5	...			1015	19	5	
Furniture, Stores, and Tools.	...			...			60	13	4	60	13	4	
Telegraph.	...			...			210	0	0	210	0	0	
Locomotives.	...			...			4834	11	4	4834	11	4	
Completion by Manager.	...			...			345	18	5	345	18	5	
	...			74,650	6	9	43,261	4	10	117,911	11	7	
Credit—Transfer Turntable to 54 Vict. No. 36, item 5.	...			...			287	10	0	287	10	0	
	125,000	0	0	74,650	6	9	42,973	14	10	117,624	1	7	
<i>Sorell Railway.</i>													
49 Vict. No. 41, item 2.	58,700	0	0										
53 Vict. No. 25.	37,800	0	0										
Contractor for Construction, including Accommodation Works.	...			1820	17	0	38,226	8	1	40,047	5	1	



Rails and Fastenings.	...	7397 1 9	1 18 9	7399 0 6		
Sleepers.	...	1611 1 9	353 10 6	1964 12 3		
Points and Crossings.	...	...	51 14 4	51 14 4		
Station Buildings, Platforms, &c.	...	76 8 9	23 15 3	100 4 0		
Water Supply.	...	...	542 17 1	542 17 1		
Compensation for Land and Charges, exclusive of Accommodation Works.	...	2763 19 4	1547 1 11	4311 1 3		
Advertising and Sundries.	...	90 9 10	139 3 7	229 13 5		
Survveys, Supervision, and Plans.	...	1393 12 0	1742 1 10	3135 13 10		
Carriages and Waggon.	...	96 1 3	1744 9 3	1840 10 6		
Machinery.	...	...	1034 16 7	1034 16 7		
		96,500 0 0	15,249 11 8	45,407 17 2	60,657 8 10	35,842 11 2
		96,500 0 0	15,249 11 8	45,407 17 2	60,657 8 10	35,842 11 2
<i>Chudleigh Railway.</i>						
49 Vict. No. 41, item 3.	36,300 0 0					
52 Vict. No. 57, item 2.	2000 0 0					
53 Vict. No. 53, item 3.	24,500 0 0					
Contractor for Construction, including Accommodation Works.	...	38,460 0 10	1819 8 5	40,279 9 3		
Rails and Fastenings.	...	7878 9 5	180 2 6	8058 11 11		
Sleepers.	...	3393 8 3	...	3393 8 3		
Points and Crossings.	...	338 12 2	10 14 0	349 6 2		
Station Buildings, Platforms, &c.	...	4356 5 9	324 18 2	4681 3 11		
Turntables.	...	274 6 6	20 1 2	294 7 8		
Compensation for Land, including Law Costs and Arbitration Expenses.	...	1671 14 0	660 16 4	2332 10 4		
Advertising and Sundries.	...	181 18 2	29 17 11	211 16 1		
Furniture, Stores, and Tools.	...	212 17 7	240 9 5	453 7 0		
Telegraph.	...	196 13 9	89 15 6	286 9 3		
Surveys, Supervision, and Plans.	...	2328 10 9	7 10 6	2336 1 3		
Signals.	...	273 14 0	17 1 11	290 15 11		
Completion by Manager.	...	250 2 2	360 13 1	610 15 3		
Signalman (Junction).	...	132 3 0	...	132 3 0		
Carriages and Waggon.	...	3 8 9	3492 18 3	3496 7 0		
Maintenance by Manager.	...	...	50 0 0	50 0 0		
		59,952 5 1	7304 7 2	67,256 12 3		
		77 17 7	125 0 0	202 17 7		
		67,200 0 0	59,874 7 6	7179 7 2	67,053 14 8	
		67,200 0 0	59,874 7 6	7179 7 2	67,053 14 8	
<i>North-Western Railway. (Formby to Ulverstone.)</i>						
49 Vict. No. 41, item 4.	72,000 0 0					
53 Vict. No. 53, item 3.	22,000 0 0					
Contractor for Construction, including Accommodation Works.	...	64,276 2 7	6886 8 5	71,162 11 0		
Rails and Fastenings.	...	7039 15 7	5 1 5	7044 17 0		

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.	Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	
Sleepers.	...	...	...	3331	14	7	...	...	...	3331	14	7					
Points and Crossings.	...	...	...	349	3	10	27	18	4	377	2	2					
Station Buildings, Platforms, &c.	...	...	...	1953	17	8	2292	18	3	4246	15	11					
Turntables.	...	...	...	997	14	4	71	7	1	1069	1	5					
Water Supply.	...	...	...	412	14	6	58	0	3	470	14	9					
Compensation for Land, including Law Costs and Arbitration Expenses.	...	...	...	7415	19	5	291	18	1	7707	17	6					
Advertising and Sundries.	...	...	...	346	3	9	49	7	4	395	11	1					
Furniture, Stores, and Tools.	...	...	...	109	17	8	464	6	9	574	4	5					
Telegraph.	...	...	...	136	6	3	93	19	11	230	6	2					
Surveys, Supervision, and Plans	...	...	...	3605	8	11	256	11	6	3862	0	5					
Signals.	...	...	...	574	10	6	277	16	8	852	7	2					
Carriages and Wagons.	...	...	...	3	10	5	5285	3	9	5288	14	2					
Locomotives.	...	...	...	...	...	...	2393	12	11	2393	12	11					
Completion by Manager.	...	...	...	...	...	...	1083	3	3	1083	3	3					
Maintenance by Manager.	...	...	...	...	...	...	123	10	8	123	10	8					
	...	...	...	90,553	0	0	19,611	4	7	110,214	4	7					
Credits.	...	...	...	38	2	0	...	...	...	38	2	0					
	94,000	0	0	90,514	18	0	19,611	4	7	110,176	2	7					
<i>Zeehan Railway.</i>																	
52 Vict. No. 56.	60,000	0	0														
53 Vict. No. 26.	70,000	0	0														
Contractor for Construction, including Accommodation Works.	...	...	...	16,987	4	6	64,064	6	10	81,051	11	4					
Rails.	...	...	...	...	...	...	23,496	14	10	23,496	14	10					
Sleepers.	...	...	...	1	2	8	...	...	...	1	2	8					
Points and Crossings.	...	...	...	10	12	9	218	3	4	228	16	1					
Station Buildings, Platforms, &c.	...	...	...	1096	9	6	1675	0	11	2771	10	5					
Compensation for Land, including Law Costs and Arbitration Expenses.	...	...	...	827	19	8	7	12	0	835	11	8					
Advertising and Sundries.	...	...	...	157	5	4	100	18	10	258	4	2					
Surveys, Supervision, and Plans.	...	...	...	4836	14	2	2251	17	4	7088	11	6					
Machinery.	...	...	...	26	11	2	1632	0	5	1658	11	7					
Locomotives.	...	...	...	2100	0	0	699	5	9	2799	5	9					
Carriages and Wagons.	...	...	...	...	...	...	5873	18	2	5873	18	2					
	130,000	0	0	26,043	19	9	100,019	18	5	126,063	18	2					

48 Vict. No. 46, item 29.

Timber for Rolling Stock.

Less Credits.

	2000 0 0	1865 19 11	...	1135 6 3		
	...	730 13 8				
	...	1135 6 3	...	1135 6 3	...	864 0 0
<hr/>						
49 Vict. No. 42.						
Item 2. Completion of Third Rail and additional Buildings and Alterations, Deloraine Station-yards.	24,300 0 0	24,085 6 3	...	24,085 6 3	...	214 0 0
3. Siding from Mersey and Deloraine Railway, Gilbert-street, Latrobe, to Wharf.	1000 0 0	901 11 1	...	901 11 1	...	98 0 0
7. Extension of Railway Line to Coal Wharf, Launceston.	2500 0 0	934 9 10	18 6 4	952 16 2	...	1547 0 0
8. Rolling Stock for Fingal Coal, and Accommodation for shipping Coal at Launceston.	25,000 0 0	23,414 13 7	4 19 8	23,419 13 3	...	1580 0 0
<hr/>						
50 Vict. No. 23.						
8. Sidings, Mount Nicholas Coal Company.	1500 0 0	1356 15 0	...	1356 15 0	...	143 0 0
9. Extra Sidings, Corners Station.	1000 0 0	951 13 1	...	951 13 1	...	48 0 0
12. Rolling Stock, Fingal Coal.	1500 0 0	...	...	...	...	1500 0 0
15. Formby Wharf Extension, Shed, and Approach Roads.	4700 0 0	4627 13 8	...	4627 13 8	...	72 0 0
<hr/>						
50 Vict. No. 24.						
14. Supplying and erecting Machinery for Railways generally.	5838 0 0	4550 6 10	905 7 0	5455 13 10	...	382 0 0
19. Travelling Crane.	437 0 0	339 19 11	...	339 19 11	...	97 0 0
21. Stationmaster's Residence, Formby.	300 0 0	20 5 0	270 8 9	290 13 9	...	
<hr/>						
51 Vict. No. 49.						
7. Alterations at Stations incident to narrow-gauging Western Line.	1250 0 0	1226 19 6	...	1203 19 0	...	...
9. Stockyard Sidings, Newstead, near Launceston.	200 0 0	179 8 3	10 1 2	189 9 5	...	
10. Urinals and W.C.'s, Launceston, Longford, &c.	315 0 0	256 14 9	54 2 3	310 17 0	...	
15. Improvements, Station-yard, Chudleigh Road.	125 0 0	...	125 0 0	125 0 0	...	
17. Platform and Shelter Sheds, Kimberley.	60 0 0	47 0 6	...	47 0 6	...	12 0 0
18. Alterations, Sidings, &c., Tarleton.	55 0 0	...	...	...	...	55 0 0
20. Ballast Siding and Ballasting, M. and D. Section.	400 0 0	388 3 0	12 12 9	400 15 9	...	
23. Five Platelayers' Cottages.	800 0 0	824 10 4	...	800 0 0	...	

Credits for timber used for rolling-stock for the various lines of railway, £730 13s. 8d.

Credit transfer to 54 Vict. No. 19, item 49, £23 0s. 6d.

Credit transfer to 54 Vict. No. 19, 16, £24 10s. 4d.

Heading.	Voted and authorised.			Amount expended as per last Return.			Expenditure since last Return.			Total Expenditure to 31st May, 1891.			Further Liabilities.			Balance available for further Expenditure.			Remarks.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
24. Goods Shed, Stony Creek.	250	0	0	197	16	9	...			197	16	9	...			52	0	0	Credit transfer to 54 Vict. No. 19, 16, £74 4s. 9d.
25. Shelter Shed and Platforms at Sidings.	300	0	0	374	4	9	...			300	0	0	...			...			
28. Rolling Stock, &c. in connection with conversion of Broad to Narrow gauge.	10,000	0	0	7463	0	1	192	7	6	7655	7	7	...			2344	0	0	
30. Signals Evandale, Chudleigh Road, and Dunorlan.	85	0	0	85	0	0	0	12	6	85	12	6	...						
<i>52 Vict. No. 67.</i>																			
2. Improved Station Accommodation at Sidings.	225	0	0	155	7	9	0	10	2	155	17	11	...			69	0	0	
3. Additional Platform and Shelter Shed, Westbury.	100	0	0	...			...			...			...			100	0	0	
5. Completion Railton Station-yard.	300	0	0	265	15	7	21	16	5	287	12	0	...			12	0	0	
6. Conversion Broad-gauge Engine to Narrow gauge.	450	0	0	194	5	11	110	0	6	304	6	5	...			145	0	0	
8. Station-master's Residence, Longford	32	0	0	12	7	11	...			12	7	11	...			19	0	0	
10. Completion Telegraph System, Fingal Railway.	250	0	0	116	13	4	101	5	0	217	18	4	...			32	0	0	
11. Fencing, ditto.	300	0	0	235	19	4	...			235	19	4	...			64	0	0	
15. Riverton Siding, Derwent Valley Line.	300	0	0	160	7	2	105	13	7	266	0	9	...			33	0	0	
16. Overbridge Bridgewater, ditto.	120	0	0	98	0	0	...			98	0	0	...			22	0	0	
18. Thirty Tarpaulins, ditto.	100	0	0	...			100	0	0	100	0	0	...						
19. Ballasting, ditto.	540	0	0	399	11	9	...			399	11	9	...			140	0	0	
21. Saw for cutting cold Iron.	212	0	0	139	6	8	36	1	0	175	7	8	...			36	0	0	
22. Electric Dynamo for lighting Workshops.	150	0	0	...			150	0	0	150	0	0	...						
25. Freight, &c. on Machinery.	200	0	0	...			...			...			...			200	0	0	
26. Purchase Third Rail.	5000	0	0	...			...			...			...			5000	0	0	
27. Additional Rolling Stock.	6120	0	0	366	12	6	2976	15	1	3343	7	7	...			2776	0	0	
<i>Derwent Valley Line.</i>																			
<i>53 Vict. No. 53.</i>																			
Item 4. Increased Waterway and Improvements, Plenty Embankment.	500	0	0	...			500	0	0	500	0	0	...						
5. Additional Rolling Stock (3 Carriages).	3500	0	0	...			249	10	5	249	10	5	...			3250	0	0	
6. Stone Aprons to Piers, Arundel Bridge.	200	0	0	148	14	7	50	0	0	198	14	7	...						
7. Overhauling and Painting Buildings; new Platforms at Falls & Derbyshire Rocks.	175	0	0	13	3	0	136	12	0	149	15	0	...			25	0	0	
8. Reconstructing Pipe Culverts; Repairs to Buildings, Dromedary and Hamilton Road; Asphaltting, &c. to Bridgewater Junction; Fittings, Glenora Station.	140	0	0	31	7	0	...			...			...			108	0	0	

Item 9. Ladies' Waiting-room, Bridgewater Junction.	35 0 0	...	35 0 0	35 0 0		
10. Extension of Sidings, New Norfolk.	60 0 0	7 16 0	21 19 0	29 15 0	...	30 0 0
11. Shelter Shed, Falls Station.	15 0 0	...	...	...	...	15 0 0
12. Platelayers' Cottage, Falls Station.	140 0 0	...	136 15 4	136 15 4		
13. Lengthening Engine-shed to stable spare engine (to be used for Apsley Line) and extension of Road and Pits.	231 0 0	187 12 3	43 7 9	231 0 0		
<i>Parattah and Oatlands Line.</i>						
14. Stationmaster's House and Parcels Room, Oatlands.	235 0 0	5 13 0	209 10 6	215 3 6	...	20 0 0
<i>North-Western Line.</i>						
15. Kimberley, new Station and Siding.	350 0 0	193 1 0	143 9 9	336 10 9	...	14 0 0
16. Goods Shed, Dunorlan.	250 0 0	140 6 2	79 15 1	220 1 3	...	29 0 0
17. Additions to Station Buildings and Sidings, Dunorlan.	100 0 0	89 15 5	10 4 7	100 0 0		
19. Goods Shed, Stacking Ground, and improvement to present Appliances, Formby.	1000 0 0	12 19 1	1166 5 6	1179 4 7		
20. Footbridge, Steel-street to Wharf, Formby.	300 0 0	...	112 13 7	112 13 7	...	187 0 0
21. Connecting Latrobe Wharf with Railway.	500 0 0	...	34 18 6	34 18 6	...	465 0 0
22. Roofing, draining, and improving Office and Dwelling (formerly old Tramway Office) at Latrobe.	250 0 0	228 8 9	19 10 0	247 18 9		
24. Verandah, &c., Railton	50 0 0	3 14 7	0 17 6	4 12 1	...	45 0 0
25. Extension of Siding for safety, Whitefoord Hills.	50 0 0	...	33 1 6	33 1 6	...	16 0 0
26. Filling in and metalling Approach to Sidings to enable Teams to unload; Westbury and Longford.	100 0 0	55 19 0	37 13 9	93 12 9	...	6 0 0
27. Two additional Rooms, Stationmaster's Residence, Evandale Junction.	90 0 0	84 10 7	5 9 5	90 0 0		
<i>Fingal Line.</i>						
28. Urinals and W. C.'s, Conara Junction.	40 0 0	...	...	...	...	40 0 0
29. Carriage Shed and Roads into same, Conara Junction.	405 0 0	238 8 9	166 11 11	405 0 0		
30. Alterations to Carriages.	120 0 0	114 0 1	...	114 0 1	...	6 0 0
<i>Scottsdale Line.</i>						
31. New Stations and Additional Rolling-stock.	8100 0 0	3400 0 0	4347 15 2	7747 15 2		
<i>Miscellaneous.</i>						
32. Excursion Carriages.	3000 0 0	2324 3 3	675 16 9	3000 0 0		
33. Fifty Additional Trucks.	5000 0 0	...	5000 0 0	5000 0 0		
34. Machinery.	430 0 0	...	268 16 1	268 16 1	...	161 0 0

Heading.	Voted and authorised.		Amount expended as per last Return.		Expenditure since last Return.		Total Expenditure to 31st May, 1891.		Further Liabilities		Balance available for further Expenditure.		Remarks.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
35. Weighbridges for Stations.	400	0	0	120	4	0	18	15	7	138	19	7	261	0	0	
36. Contingencies for Machinery, Launceston Workshops.	120	0	0	...			120	0	0	120	0	0				
37. Cottage for Locomotive Superintendent, Launceston	400	0	0	221	5	4	168	10	4	389	15	8	10	0	0	
Clause 4. New Coal Wharf, Launceston.	2000	0	0	...			37	6	0	37	6	0	1962	0	0	
<i>54 Vict. No. 19.</i>																
4. 53 Vict. No. 53, item 33.—50 additional Trucks: excess over Estimate owing to increase in price of material in England	675	0	0	...			502	11	5	502	11	5	172	0	0	
5. Enlargement of Verandah at Launceston Station.	375	0	0	152	11	6	103	7	11	255	19	5	120	0	0	
6. Enlargement of Refreshment Rooms, Launceston and Deloraine Stations.	300	0	0	1	10	0	14	4	9	15	14	9	284	0	0	
7. Completing Woodshop, extension to Locomotive Shop, Shed for storing Timber, new Office for Locomotive Superintendent, new Carriage-shed, new Coal-stage, new Sand-oven (completed).	2628	0	0	...			2628	0	0	2628	0	0				
8. Extension of Wharf at Launceston (completed).	776	0	0	...			776	0	0	776	0	0				
<i>Western Line.</i>																
9. Alterations to Stations, Goods Sheds, &c., Oaks Station, Gate-keepers' Cottages, Hogg's Lane, Plenty Embankment, (excesses on previous votes).	92	19	6	...			92	19	6	92	19	6				
10. Goods Shed, Exton, (completed).	250	0	0	86	15	11	156	19	1	243	15	0				
11. Sidings required through increased traffic.	910	0	0	...			31	4	0	31	4	0	878	0	0	
12. Sluices and Drainage Works, Launceston.	500	0	0	...			73	1	11	73	1	11	426	0	0	
13. Additional Rooms to Cottages.	850	0	0	...			102	14	8	102	14	8	747	0	0	
14. Interlocking Points at Launceston.	300	0	0	...			...			...			300	0	0	
15. Additional Telegraph Line, Instruments, &c. between Launceston and Ulverstone.	1600	0	0	...			...			...			1600	0	0	
<i>Fingal Line.</i>																
16. Five Platelayers' Cottages, Shelter-sheds, and Platforms, (excesses on previous votes).	105	13	1	...			98	15	1	98	15	1	6	0	0	
17. Siding at Eastbourne (completed).	300	0	0	...			...			...			300	0	0	
18. Additional Room to Cottage at St. Mary's.	40	0	0	...			...			...			40	0	0	

19. Retaining Walls at Cattle-creeps, and extra Culverts.	150 0 0	...	...	...	...	150 0 0
<i>Derwent Valley Line.</i>						
20. Cottages at No. 2 Bridge and Riverton Siding.	280 0 0	...	11 8 8	11 8 8	...	268 0 0
<i>Scottsdale Line.</i>						
21. Purchase of Land for Recreation purposes in connection with excursion traffic (completed).	370 0 0	361 11 0	...	361 11 0	...	8 0 0
22. Buildings, Denison Gorge, and Office at Tunnel.	350 0 0	49 17 3	312 11 10	362 9 1	...	
23. Purchase of House, Lebrina Station, (completed).	50 0 0	50 0 0	...	50 0 0	...	
24. Cottages at Wyena and Tunnel.	280 0 0	...	51 3 3	51 3 3	...	228 0 0
25. Turntable, &c., Golconda.	220 0 0	...	195 14 7	195 14 7	...	24 0 0
<i>Railways generally.</i>						
26. Machinery.	826 0 0	...	...	...	...	826 0 0
27. Paint Shop.	750 0 0	...	707 12 1	707 12 1	...	42 0 0
28. Carriages, to be built locally.	3000 0 0	...	784 18 1	784 18 1	...	2215 0 0
29. Additional Signals.	220 0 0	...	27 19 0	27 19 0	...	192 0 0
30. Extra Sidings to Paint Shops, Sheds, and Shops, Launceston.	160 0 0	...	144 7 9	144 7 9	...	15 0 0
Clause 4. Siding at Eastbourne.	300 0 0	180 5 3	66 8 1	246 13 4	...	53 0 0
<i>Main Line Railway.</i>						
<i>54 Vict. No. 1.</i>						
Purchase.	...	...	1,106,500 0 0			
<i>54 Vict. No. 36.</i>						
1. Six Locomotives, Main Line Railway.	13,200 0 0	...	...	...	...	13,200 0 0
2. Locomotives ordered by Main Line Co.	2800 0 0	...	...	...	...	2800 0 0
3. Rolling-stock.	7000 0 0	...	...	...	...	7000 0 0
4. Automatic Brakes.	1000 0 0	...	149 11 9	149 11 9	...	850 0 0
5. Sundry Contingencies.	1000 0 0	...	287 12 4	287 12 4	...	712 0 0
6. Foundation for Turntable, Hobart.	175 0 0	...	167 18 5	167 18 5	...	7 9 0
7. Alterations to Station yards.	5700 0 0	...	2429 11 5	2429 11 5	...	3270 0 0
8. Risdon Viaduct (reconstruction).	3000 0 0	...	...	...	...	3000 0 0
9. Repairs to large Bridges, small Culverts, Ballasting, and Earthworks.	1300 0 0	...	389 9 6	389 9 6	...	910 0 0
10. South Bridgewater Junction.	800 0 0	...	15 14 0	15 14 0	...	784 0 0
11. Hobart Yard, relaying and reconstruction.	4000 0 0	...	53 2 7	53 2 7	...	3946 0 0
12. Signals and Safety Appliances.	1500 0 0	...	820 9 1	829 9 1	...	680 0 0
13. Alterations to Buildings, Hobart Station.	2000 0 0	...	560 2 4	560 2 4	...	1440 0 0
14. Payment of part of purchase money (item under verdict in recent law suit) Main Line Railway.	18,500 0 0	...	18,378 15 7	18,378 15 7	...	120 0 0

<i>Heading.</i>	<i>Voted and authorised.</i>	<i>Amount expended as per last Return.</i>	<i>Expenditure since last Return.</i>	<i>Total Expenditure to 31st May, 1891.</i>	<i>Further Liabilities.</i>	<i>Balance available for further Expenditure.</i>	<i>Remarks.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
15. Law Costs in recent Suit, Expenses in connection with negotiations for Purchase, and Cost of inscription of Stock.	13,999 14 5	...	10,596 16 7	10,596 16 7	...	3402 0 0	
<i>54 Vict. No. 35.</i>							
1. Works to connect Don Tramway, North-Western Line, upon conditions to be approved by the Governor in Council.	3000 0 0	...	173 5 5	173 5 5	...	2826 0 0	
<i>Supplementary Estimate.</i>							
Construction of a Station at Lillico's Flat, of the Western Line of Railway, including Goods Sheds and purchase of necessary land.	1400 0 0	...	275 13 2	275 13 2	...	1124 0 0	
Extra Telegraph Wire, Hobart to Launceston, and necessary additional Instruments, for Main Line Railway.	1600 0 0	...	...	...	...	1600 0 0	
Construction of a Culvert at Latrobe Station, in Cotton-street.	40 0 0	...	...	...	...	40 0 0	
Constructing Badger-street, Ulverstone, as Approach to Railway Station.	100 0 0	...	...	...	...	100 0 0	
Contracts taken over from Main Line Railway.	360 0 0	...	...	...	...	360 0 0	
Fifty Additional Trucks for Railways generally.	5000 0 0	...	...	...	...	5000 0 0	
Improvements in connection with Fencing, Scottsdale Line.	219 0 0	...	136 6 2	136 6 2	...	82 0 0	
<i>Railway Surveys.</i>							
<i>53 Vict. No. 55.</i>							
Item 1. Further Surveys for Railway to connect Sheffield with the North-Western Line.	500 0 0	...	12 0 0	12 0 0	...	488 0 0	
6. Scottsdale to Moorina.	2000 0 0	224 16 8	1230 2 4	1454 19 0	...	545 0 0	
8. Emu Bay to Wynyard.	1000 0 0	149 8 6	850 11 6	1000 0 0	...		
9. Parattah to Tunnack.	500 0 0	...	500 0 0	500 0 0	...		
10. Branch to Richmond.	200 0 0	...	9 12 0	9 12 0	...	190 0 0	
<i>Surveys.</i>							
Flying examination of proposed railway routes to connect Launceston and Beaconsfield--							
<i>54 Vict. No. 33, item 1.</i>	200 0 0	...	...	...	...	200 0 0	



Parliamentary Survey from Ouse to Zeehan—																		
54 <i>Vict. No. 55, item 2.</i>	1500	0	0	252	0	0	1248	0	0	}	3580	6	0	...	420	0		
53 <i>Vict. No. 33, item 2.</i>	2500	0	0	...			2080	6	0									
Parliamentary Survey from Waratah to Zeehan—																		
54 <i>Vict. No. 33, item 3.</i>	1800	0	0	...			1452	19	11		1452	19	11	...	347	0	0	
Parliamentary Survey from Mole Creek to Zeehan, item 4.	2700	0	0	...			1685	8	5		1685	8	5	...	1014	0	0	
Parliamentary Survey to connect the Fingal Railway with St. Helen's, item 5.	500	0	0	...			1	4	6		1	4	6	...	498	0	0	
Contract Survey, Zeehan to Dundas, including working and estimates (7 miles), item 6.	700	0	0	...			...				...			...	700	0	0	
Lower Piper Branch (Scottsdale Line), item 7.	300	0	0	...			185	2	6		185	2	6	...	114	0	0	
Hobart to Huon, (Geeveston)—																		
53 <i>Vict. No. 55, item 3.</i>	3000	0	0	326	5	3	1519	8	6		...			...	...			
54 <i>Vict. No. 33, item 8.</i>	2000	0	0	...			...				1845	13	9	...	3154	0	0	
Glenora to Ouse—																		
53 <i>Vict. No. 55, item 4.</i>	800	0	0	154	8	3	645	11	9		}	1078	15	6	...	422	0	0
54 <i>Vict. No. 33, item 9.</i>	700	0	0	...			278	15	6									
Apsley to Bothwell—																		
53 <i>Vict. No. 55, item 5.</i>	800	0	0	85	16	4	618	12	6		704	8	10	}	...	495	0	0
54 <i>Vict. No. 33, item 10.</i>	400	0	0	...			...				...							
Oatlands to Tunnack, item 11.	300	0	0	...			110	9	5		110	9	5	...	190	0	0	
Railton to Sheffield, item 12.	300	0	0	...			98	2	0		98	2	0	...	201	0	0	
Ulverstone to Wynyard, item 13.	1400	0	0	...			1032	15	9		1032	15	9	...	367	0	0	
Scottsdale to Ringarooma, item 14.	600	0	0	...			...				...			...	600	0	0	
Ringarooma to Moorina, item 15.	800	0	0	...			...				...			...	800	0	0	
Ulverstone to Nietta—																		
53 <i>Vict. No. 55, item 7.</i>	1000	0	0	...			1000	0	0		}	1044	15	6	...	356	0	0
54 <i>Vict. No. 33, item 16.</i>	400	0	0	...			44	15	6									

## RAILWAYS.

Lines of Railway.	Total Expenditure to 31st May, 1890.	Expenditure during the Year ending 31st May, 1891.				Total Expenditure to 31st May, 1891.	Estimated Liabilities.			Total Expenditure and Liabilities to 31st May, 1891.
		New Works : Construction.	Additional Works on Open Lines.	Surveys.	Rolling-stock.		New Works : Construction.	Surveys.	TOTAL.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.	£ s. d.
<b>Main Line—</b>										
Hobart to Launceston .....	...	1,135,475 12 2*	4723 19 8	...	149 11 9	1,140,349 3 7	805 15 0§	...	805 15 0	1,141,154 18 7
Derwent Valley Branch .....	211,401 9 10	35 9 7	1040 16 4	...	349 10 5	212,827 6 2	...	...	...	212,827 6 2
Green Ponds Branch .....	74,650 6 9	42,973 14 10	...	...	...	117,624 1 7	8400 0 0	...	8400 0 0	126,024 1 7
Fingal Branch .....	188,751 18 11	89 4 4	334 5 0	...	2976 15 1	192,152 3 4	...	...	...	192,152 3 4
Parattah to Oatlands Branch...	11,505 13 0	...	209 10 6	...	...	11,715 3 6	...	...	...	11,715 3 6
<b>Western Railway—</b>										
Launceston to Ulverstone .....	788,301 11 5	19,709 4 4	3207 15 3	...	110 0 6	811,328 11 6	...	...	...	811,328 11 6
Chudleigh Branch.....	59,874 7 6	7179 7 2	...	...	...	67,053 14 8	...	...	...	67,053 14 8
Launceston to Scottsdale .....	390,433 5 4†	...	695 15 10	...	4347 15 2	395,476 16 4	180 0 0	...	180 0 0	395,656 16 4
Sorell Railway .....	15,249 11 8	45,407 17 2	...	...	...	60,657 8 10	35,843 0 0	...	35,843 0 0	96,500 8 10
Zeehan Railway .....	26,043 19 9	100,019 18 5	...	...	...	126,063 18 2	65,940 0 0	...	65,940 0 0	192,003 18 2
General Railway purposes .....	12,668 1 1	...	6106 7 6	...	...	18,774 8 7	...	...	...	18,774 8 7
Supplementary Rolling-stock.....	52,371 9 3	...	...	...	6237 12 3	58,609 1 6†	...	...	...	58,609 1 6
Surveys .....	18,204 3 5	...	...	14,603 18 1	...	32,808 1 6	...	10,000	10,000 0 0	42,808 1 6
	1,849,455 17 11	1,350,890 8 0	16,318 10 1	14,603 18 1	14,171 5 2	3,245,439 19 3	111,168 15 0	10,000	121,168 15 0	3,366,608 14 3

\* Purchase-money, Law Costs, and Cost of Inscription of Stock.

† Expenditure has been reduced by a Credit for Permanent Way material issued to other Lines.

‡ Includes £23,419 13s. 3d. Rolling-stock for Fingal Coal.

§ Part Law Costs paid by Agent-General in England.

## SCHEDULE A.

*SUMMARY of Expenditure from 1st June, 1890, to 31st May, 1891.*

	£	s.	d.
Roads .....	114,402	0	7
Bridges .....	13,624	1	8
Jetties and Harbour Works .....	82,037	4	1
Lighthouses .....	1745	9	9
Buildings .....	34,350	19	3
Defences .....	3722	8	1
Telegraphs .....	6360	2	11
Streets .....	8291	7	0
Tracks .....	5382	15	8
Miscellaneous .....	14,315	16	11
Railways .....	1,395,984	1	4
	<u>£1,680,216</u>	<u>7</u>	<u>3</u>
Waste Lands Act (Roads and Bridges) .....	18,952	4	0
Main Roads Maintenance .....	9774	18	0
Ordinary Service, 1890, as per Report .....	17,166	18	5
	<u>£1,726,110</u>	<u>7</u>	<u>8</u>

## SCHEDULE B.

Expenditure as per Return of 31st May, 1890, under Public Works Act .....	3,199,143	2	4
Expenditure under Public Works Act, including purchase of Main Line Railway, from 1st June, 1890, to 31st May, 1891 .....	1,726,110	7	8
	<u>£4,925,253</u>	<u>10</u>	<u>0</u>

## SCHEDULE C.

Expenditure under the provisions of the Waste Lands Act as per Return 31st May, 1890 .....	136,276	15	7
Since expended as per Report .....	18,952	4	0
	<u>£155,228</u>	<u>19</u>	<u>7</u>

## RECAPITULATION.

Under Public Works Act .....	4,925,253	10	0
Supplementary Estimates .....	35,392	11	0
Waste Lands Act .....	155,228	19	7
Local Public Works Act .....	31,482	15	8
	<u>£5,147,357</u>	<u>16</u>	<u>3</u>