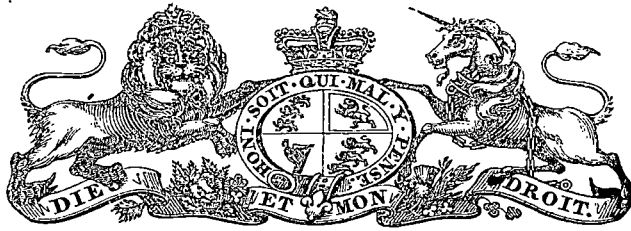


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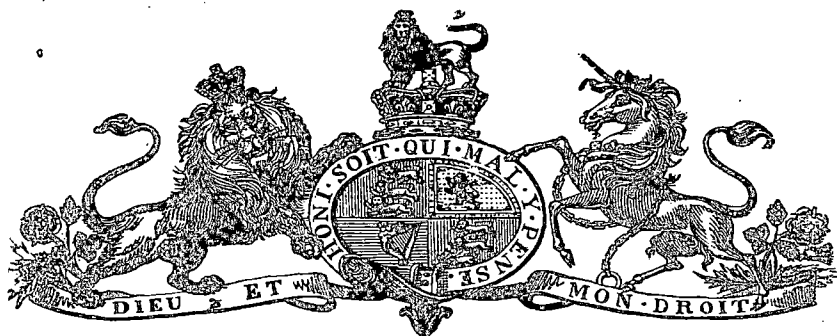
1887.

PARLIAMENT OF TASMANIA.

PUBLIC WORKS:

REPORT OF THE ENGINEER-IN-CHIEF, (INCLUDING REPORTS
OF ENGINEER OF ROADS AND ARCHITECT).

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



*Public Works Department,
Engineer-in-Chief's Office, Hobart, 15th July, 1887.*

SIR,

I HAVE the honor to submit my Annual Report of the Public Works Department for the year ending 30th June, 1887, and in continuation of Paper No. 66, House of Assembly Journals, 1886.

RAILWAYS.

There has been a check to the amount of actual railway construction during the past year as compared with former years, owing to the completion of some lines, the delays in connection with the Derwent Valley Line, and the large percentage of bad weather experienced on the Scottsdale Line; while actual work has not commenced on new lines (authorised by 49 Vict. No. 41), pending completion of purchase of land required, this being ordered in advance of construction, and the preparation of detailed working drawings, final estimates and specifications of work, and the lithography of such drawings. This work has gone on steadily for all the four lines, but had any one or two of them been required in advance, they would have been ready ere now for contract if the land could have been obtained in the time.

Derwent Valley Line.

The instructions as to altering No. 1 Bridge, referred to in last Report, were cancelled before actual alterations were commenced, and, as Contractor delayed so long in starting, the additional expense in connection therewith was confined to the provision of plant and staging for the purpose, and the damages for stoppage.

The progress at the other two bridges over the River Derwent, after withdrawal of the order for suspension, was so unsatisfactory that I had repeatedly to call attention to it. An exceptionally favourable summer passed away with very little work accomplished, while numerous claims for extra prices, damages, &c., amounting to thousands of pounds, were from time to time sent in by Contractor.

Under these circumstances I advised the late Minister on several occasions that there seemed no course left open but to cancel Mr. Falkingham's contract. The Contractor, however, subsequently made an offer to withdraw upon terms which I recommended as acceptable, viz., the payment for balance of work done under Contract, the purchase of prepared material and plant, and a reference to arbitration (as provided by Contract) for the settlement of the disputed prices, and damages due to suspension of work at the request of the late Royal Commission on Public Works. I further suggested that the broken work could be completed to more advantage in time and cost if done departmentally, while letting as much as practicable in small piece-work contracts.

The amount claimed under the arbitration was £15,813, the amount awarded being £3504, including damages for suspension of works; but this does not by any means include the direct and indirect losses due to the Commission (including the virtual annulling of certain important legal powers under the contract), while the recommendations of the Commissioners would, if carried out, have involved a still further cost of between £30,000 and £40,000.

My recommendations having been approved, active preparations were at once made, and I could not but be gratified at the spirit and activity shown by officers of every grade in endeavouring to their utmost to justify the confidence placed in the Department, while I regretted the order subsequently given for stoppage of the works. The money expended departmentally covered a lot of dead-work, and would have told hereafter.

Your first instructions that departmental work was to cease were followed subsequently by instructions to continue and complete No. 1 Bridge and other works as far as the Plenty Station, and to prepare a new Contract for the balance of the work, which has since been done, and tenders invited.

The proposal (see Annual Reports 1884, 1885, 1886) to effect a junction with the Main Line Railway at South Bridgewater by means of the new bridge has been abandoned, and junction has been made at North Bridgewater, with sidings and accommodation for interchange of traffic, which I arranged with the Managers of the Main Line and Government Railways.

Some workmen's cottages and other buildings are now being erected between North Bridgewater and New Norfolk, together with signals and some special works, in order to facilitate opening of line to New Norfolk, while the telegraph is fixed and the permanent way laid as far as Plenty Station.

Great credit is due to the Resident Engineer for the thoroughly good and substantial character of the work done under his directions.

Fingal Line.

This was taken over from Contractors on 1st December last, and all claims settled (after I had made reductions to extent of £1600), with exception of two items for which £3556 18s. extra payment was demanded. These were referred to the decision of one Arbitrator by mutual agreement between the Minister and Contractors, and the sum of £1278 3s. 5d. was awarded on one of the items only.

North-Western Line (Deloraine to Formby).

The reservoir at Formby has been completed, and affords an abundant supply of water.

The wharf extension referred to in last Report has been completed, with the exception of sidings, and a further extension in opposite direction has been let by Contract.

Parattah and Oatlands Line.

Additions have been made in Main Line station-yard at Parattah that now obviate all risk of accident. The new carriages have been completed, and are running.

Scottsdale Line.

Between Launceston and German Town (Upper Piper), 21 miles, the earthworks are nearly complete, with exception of trimming, and the embankments have stood well, but some of the cuttings show signs of slips, though not to any serious extent; the concrete and timber work is all complete with exception of a few cattle-guards; the viaduct at M'Kenna's Gorge is complete, and is a very substantial piece of work; the Piper's River viaduct is complete, except decking the large iron span; the platelaying is complete to this viaduct, and the ballasting largely completed for 15½ miles; stone is now being crushed by machinery for ballast, as the St. Leonard's pit has practically given out; the fencing is the most backward item, only some 5½ miles of permanent fence being up as yet.

Plans and specifications are now ready for station offices, platforms, goods sheds, stock yards, &c. on this section, and tenders can be invited without delay. The station-master's residence at German Town is nearly completed.

Between German Town and Scottsdale the timber culverts are all practically complete for 19 miles, and a large amount of earthwork has been done, which is standing well, especially the heavy work in Denison Gorge; but until a road is through the tunnel nothing will be gained by pressing this item. One or two large concrete culverts have yet to be built. The station-master's residence at Scottsdale is under construction, both this building and that at German Town being put up for temporary occupation.

As anticipated, great delay will be caused by the tunnel works, the extent of heading through same being now about 15½ chains. The Contractors have lately obtained an experienced tunnel foreman and a body of picked men for the work, and seem desirous of making up time lost; that it has been lost I think they must now see, for the Superintending Engineer and myself have from the start urged the necessity of the utmost effort being expended in this direction.

There is no prospect of the whole contract being completed now to time, but in fairness one must consider the want of passable roads, or roads at all, and the large amount of bad weather experienced, while the clay formation is in such a state during wet weather that it would be wrong to allow platelaying, unless under conditions that would be next to impracticable.

It is advisable that provision be made this Session for construction of a road to Piper River Station, as this station will serve a large number of people, and is otherwise useless.

Provision is also necessary for roads to the Golconda, Lisle, and Springfield sidings, from the settlements to be served by such sidings.

With regard to the construction of this Line, I have found the work to be of a very satisfactory and substantial character.

NEW LINES. (49 VICT. No. 41.)

North-Western (extension to Ulverstone), Green Ponds, Sorell, and Chudleigh.

Plans, sections, and working drawings necessary for Contract, with lithographic copies of same, are nearly complete, with the exception of the Chudleigh Line, for which the lithographs are not yet in hand.

Specifications and bills of quantities are prepared as far as possible until all drawings are quite complete.

While this work has been going on for each Line during the past year, the plans for land notices throughout have been made in duplicate, notices served upon owners, and arrangements more or less completed for the various purchases, it having been determined to effect such before proceeding with the constructive work.

The great number of properties, the many references to arbitration, and the subsequent unavoidable delay in completing legal transfers, all render the process of obtaining land a very slow one; while, as a rule, the price paid exceeds the fair market value of the land, with allowance for compulsory sale, the arbitrators for vendors and the umpires alike taking little notice of the benefits derivable from the Railways.

I beg to refer you to my special remarks in Paper No. 66, House of Assembly, 1886, page 6, with regard to the Green Ponds, Sorell, and Chudleigh lines, which I hoped would have called forth some authoritative expressions of opinion in Parliament for my guidance in completing the final estimates and preparations.

The position is, shortly, as follows :—

1. We are committed to lines of a better class than those for which approximate estimates only were given, and but slightly inferior in character to our best lines; the estimated difference before construction being £419 per mile for Green Ponds, £335 per mile for Sorell, and £300 per mile for Chudleigh, while after construction this amount will be more than doubled.
2. I fear that the public, having become used to a certain speed in travelling upon Main Line and the Government Railways, will be dissatisfied with that projected for these new lines; and their inevitable subsequent conversion will be attended with excessive cost as compared with what it would be if done in the first instance.

I therefore advise that I may be authorised to complete the contracts for the Green Ponds and Chudleigh lines upon the standard types (as there are no heavy works on either line), and that tenders for construction be divided into sections, to allow of their partial acceptance within the funds voted for the lines, as suggested in the Paper above referred to.

With regard to the Sorell line, the 40lb. rails (provided for) with incidental costs in better permanent way, the fencing and accommodation works, with the accurate quantities now obtainable, will probably swell the estimate for works to the extent of twenty-five per cent.; but, as I have previously stated, I do not make the same recommendation in the case of this line as in that of the two above mentioned.

There is another expense connected with the Sorell line which it is my duty to bring under your notice, and that is, in connection with the very large additional cost that must eventually be required for wharves at Bellerive and Hobart, steam ferry for trains, and railway connections in Hobart.

The probable increases under sub-division "Works" in Paper referred to, as nearly as can be arrived at now before final completion of all the data, are as below; and when the loading I have spoken of is allowed for, there is not so much difference, and the estimates may be considered as very fairly confirmed.

<i>Brighton to Apsley—</i>	£	<i>Difference.</i>
Approximate estimate, 1885, for works.....	89,500	
Present approximate estimate, 1887, ditto, (superior line)	106,500	
		17,000
<i>Chudleigh to Mole Creek—</i>		
Approximate estimate, 1885, for works.....	27,800	
Present approximate estimate, 1887, ditto, (superior line)	30,000	
		2200
<i>Bellerive to Sorell—</i>		
Approximate estimate, 1885, for works	47,700	
Present approximate estimate, 1887, ditto, (superior line)	61,800	
		14,100
		33,300
<i>Formby to Ulverstone—</i>		
Approximate estimate, 1885, for works.....	58,000	
Present approximate estimate, 1887, for works (in which the larger river bridges are designed entirely of iron and concrete, instead of part timber, with extra allowance for local manufacture of ironwork, and inclusive of swing-bridge at Forth River not originally intended or shown on Parliamentary plans. Difference is almost entirely due to these items, which could be reduced by part timber construction as estimated, and manufacture of iron-work in England, &c.)	69,700	
		11,700
Approximate estimated total.....	..	<u>£45,000</u>

Contracts have been entered into for sleepers for all four lines, and a large proportion have been delivered.

Particulars for contracts for rails for all lines have been prepared, and are, I believe, with the Agent-General in London awaiting a cablegram ordering them as soon as may be necessary.

RAILWAY SURVEYS.

Kimberley's Ford, via Sheffield, to Western Railway.

A trial survey, commencing at the termination of the permanent survey from Railton to Sheffield, at Sheffield, has been made to Spreyton, *via* Lower Barrington.

This line is 18 miles 57 chains in length, and passes for 12 miles over broken and densely timbered country, through which it has been located, with easy gradients and light earthworks, with two bridges across the Don River. From the 12-mile peg it passes through rough country, especially on the descent from Kelsic's Tier towards Spreyton, where some heavy earthworks will be unavoidable, but fair gradients can be obtained throughout.

An alternative line, showing light works and easy gradients, has been surveyed from 11½ mile-peg in the above to join the Formby to Ulverstone line near the east bank of the Don River, and at only possible place for a station in Don township. The total length by this route would be about 18½ miles; and this will probably prove the more desirable route. These lines have both been located, and are now ready for permanent marking.

Ulverstone to Emu Bay.

This is a coast line; its length is 17m. 34c. 46l., the permanent survey of which has been completed. Easy gradients and light earthworks have been obtained, but portions of the line unavoidably run through short bays of the sea, varying from 5 to 17 chains in length. In each instance the bank will lie between high and low water, about 60 chains will be exposed to rough seas, and must be solidly constructed with flat slopes to resist the wave action, and about 100 chains will pass through fairly well sheltered water. The principal bridges required will be for the Leven, Penguin, Blyth, and Emu Rivers; there will not be any special difficulty in connection with their construction.

An alternative trial line from Ulverstone to Penguin, known as the "Back route," has been surveyed. No heavy works would be required by this route, but the length of line would be

increased by 29 chains, and the gradients would bear very unfavourable comparison with those on the coast line, without the possibility of having the station nearer than about one mile from the township.

Tunnack to Parattah.

This line has been traversed and levelled, and is ready for being permanently staked out. Light earthworks, with moderate curves and gradients, can be obtained.

A plan and section, from which an estimate of cost can be obtained, has been made.

Antill Ponds to Cressy and Longford.

A rough examination of the country has been made with aneroid barometer. This line can be constructed without any heavy works; the gradients will be satisfactory and curves easy. There will be one or two cuttings about 20 feet deep, and not very costly bridging and embankment across the Lake River.

Lower Piper Branch, Scottsdale Railway.

The permanent survey has been completed. Length of line, 14m. 3c. 65l. The line will terminate at the south side of the main road from Launceston to the Lower Piper River Bridge, about 50 chains west of south-west corner of Alford township.

The gradients are good and curves easy; the earthworks are light, and no expensive bridging will be required.

Glenora to Ouse.

The permanent survey has been completed, length of line being 21m. 5c. 80l. The line passes through broken country between Glenora and the Derwent River, near 11½ mile-post. On this length there will be some heavy earthworks and expensive bridges, including one across the Derwent River.

From 11½ mile-post to the termination of the line near the Ouse bridge the works will be light. The gradients and curves throughout are good, there being only a total length of 51 chains on a 1 in 40 grade, and the sharpest curve has a six-chain radius.

A back route was examined and levelled, on which the gradients were found to be unfavourable. The permanent line was only adopted after a thorough examination of the country had been made, involving levelling over 40 miles of trial sections and 22 miles of cross sections.

Scottsdale to Upper Ringarooma.

The trial surveys are completed, and the location of the line has been decided upon. Its length will be about 23½ miles, of which about 9 miles have been permanently staked out, and 3 miles have been cleared and marked ready for pegging. The line has been carried through a difficult mountainous country, densely timbered, and has been located only after a very careful examination and comparison of different routes, involving survey of upwards of 108 miles of trial lines and 11 miles of cross sections. The best route has now been obtained; steep grades in conjunction with sharp curves have been avoided. The earthworks will not be heavy. The summit of the Billycock Range will be crossed with a cutting 8 chains long and 25 feet in the deepest part, and few heavy cuttings will exceed 10 chains in length.

Estimates for Railway Surveys through rough timber country, where route is not previously located, are necessarily only very approximate; at the same time the work done must be thorough, as in no case is liberal preliminary expense more justifiable than in the surveys for railways, in order to avoid unnecessary and excessive cost of construction that might arise from want of exhaustive preliminary examination. A saving of a few hundred pounds in survey might entail a waste of tens of thousands in construction.

The above report will show the great amount of work done before the permanent surveys could be commenced; the Glenora line having had 40 miles of trial survey and 22 miles of cross sections for the 21 miles of permanent survey; the Ringarooma line 108 miles of trial survey and 11 miles of cross sections for 23½ miles of permanent survey, and all cut through heavy forest. Some work has also been done in clearing and erecting trigonometrical stations and measuring base lines as checks on the accuracy of the railway surveys, and to satisfy future requirements when land taken for railways should have to be conveyed.

The surveys have been temporarily suspended during the winter months, and further provision for their completion will be required as follows, at once, or they must be stopped altogether :—

	£
1. Scottsdale to Ringarooma	500
2. Kimberley to Sheffield	250
3. Sheffield to North-western Railway.....	450
4. Antill Ponds to Cressy and Longford	2000
	<hr/>
	£3200
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Nothing much has been done as yet in respect of the last, but Nos. 1 and 3 most certainly should be completed, as the engineers who have so far carried them out successfully are available, otherwise much valuable work done will be lost, and the cost of future completion very considerably increased, while the records (in plans and sections) being incomplete, will be of small value.

Ulverstone and Castra.

A preliminary survey of this, under a special authority, is now being made, from which survey it appears that good grades and light earthworks can be obtained so far as it is complete.

Harbour and River Works.

The more important of these are now under the general supervision of Mr. W. Reid Bell, whether constructed directly by the Department or by the Marine Boards.

The Emu Bay Jetty is progressing steadily and satisfactorily, and has been carried out 110 feet from end of former jetty.

The steam-dredge *Agnew* has commenced work at the Mersey.

Contract has been let for extension of wharves at Formby, and still further extension is contemplated to provide for the growing traffic of the port.

The works of improvement of the Tamar River have progressed satisfactorily under the Marine Board, who are assisted by Mr. A. Clerke as Resident Engineer.

Mr. Bell has lately been making examination with a view to required improvements below the Bar at Launceston, and all the work being done is generally on the lines recommended by Mr. C. Napier Bell, but one of his recommendations (strongly insisted upon) has not yet been carried out, viz., "the making of a complete hydrographic survey of the river before extensive works below the Bar are ordered;" this survey Mr. W. R. Bell estimates will cost £2000.

Roads and Buildings.

I append Reports of the Engineer of Roads and of the Architect respectively, and commend to your notice the suggestion as to the new Bridgewater Bridge being constructed as a fixed bridge. With the insignificant river traffic between Bridgewater and New Norfolk, and a railway to New Norfolk to further reduce it, it seems a pity to go to the great expense involved in a swing-bridge, to say nothing of the danger of same should the new bridge be required for railway purposes.

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.

REPORT OF ENGINEER OF ROADS.

30th June, 1887.

SIR,

I HAVE the honor to forward you the Report of work done on the Main Roads, Branch Roads, Waste Lands, Roads, Tracks, Bridges, and Jetties for year ending 30th June, 1887.

With the Return of unexpended balances from Road Votes of preceding years, during last Session of Parliament, the Honorable the Minister of Lands and Works, from his place in Parliament, informed the Members that as far as possible such balances should be expended during the ensuing year. Since last September, and up to the end of June, 413 contracts have been submitted by the Roads and Bridges Branch of the Public Works Department for tender. Of these, 165 contracts have been completed satisfactorily, and there are now in progress 248 contracts, and before the end of the current year all moneys voted for Road Works will be spent or liable for works under construction. In consequence of the general depression throughout the Colony, and the scarcity of employment generally, there has been keen competition for the contracts offered, and most of the works have been taken far below the estimates of the Department. Notwithstanding the very low price at which most of the contracts have been taken, I have to report that the execution of the works has, on the whole, been satisfactory, as only 11 contracts have been cancelled during the past twelve months. For Bridgewater Bridge tenders for the supply and delivery of the most important timbers and cast-iron pile screws have been lately invited, and the contracts have been let at most satisfactory prices. The delivery of the bulk of these bridge materials will not be due until the end of March, 1888, at which time the work of construction of the new Bridge should be begun in earnest. The question whether it is wise to provide, as at present, an open waterway for the passage of steamers by a swing-bridge, or to build the new Bridge at such a level that vessels and steamers trading to New Norfolk would have to lower their funnels and masts during their passage under the new Bridge, must be definitely settled before the new structure is undertaken. That there is a possibility of serious accident, notwithstanding the most careful vigilance, inherent to swing or draw bridges, was made manifest last year. If the present system of passing through the Main Line Railway and Main Road Bridges is to be continued, it is essential that the new swing-bridge should be contracted for at an early date, so as to be in readiness when the bridge works are in progress. If it is determined to close the navigation of the river against vessels that cannot pass under the bridge spans, or will not accommodate their masts and funnels to pass under the new Bridge, the sooner such decision is arrived at the sooner can the Bridge level (to afford greatest headway to passing vessels) be settled, and the sooner can the precise amount required for the new Bridge be ascertained. In 1883 a vote of £10,000 was passed towards the erection of a new Bridge to replace the present old and insecure Bridge, and in 1885 a further vote of £4000 for the same object was passed, with the understanding that the Railway Funds were to contribute another £13,000 towards the erection of the combined Road and Railway Bridge. This portion of the funds has never been set apart for the new Bridge nor sanctioned by Parliament. The extreme old age and insecurity of the present Bridge renders the possibility of a total collapse an occurrence that may take place at any moment, and thus interrupt the traffic of the Main Road.

The lengths of Road made and under construction during the past year are, Main Roads, 11 miles; Branch Roads, 151 miles; Waste Land Funds, 22 miles; Tracks, 57 miles; Bridges, 27; and Jetties, 13.

During the past three years 27 jetties have been erected, for the most part in the southern half of the Colony; and the tendency of the various districts is to urge on the central Government the construction of new jetties. Once constructed, their maintenance and proper care devolves on no one; and it is likely that in a very few years these valuable jetties will get out of repair, and new ones will be asked for. The care and maintenance of these jetties should be vested either in the Road Trusts or the Marine Boards of Tasmania.

The overland track to the West Coast *via* Ouse and Mount Arrowsmith has been cut and cleared to within 15 miles of the King River in the vicinity of Mount Lyell. The Traveller, Derwent, Navarre, Franklin, Cardigan, Scarlet, and Nelson Rivers have been bridged with strong timber bridges. The Collingwood has had a wire suspension bridge, strong enough to carry a loaded pack-horse across, built on this line of road. Where the line of road crosses this river the river bed is in a rocky defile, and in width about 150 feet in flood times. The difference between the summer level and flood level is 20 feet, and the rise of the river is very sudden. Large trees are often swept down when the river is swollen; and only a bridge of the widest span, and free from the force of floating timber, could be erected in this place. The line of road and the gradients have been happily chosen: and, when the direct road to the West Coast is completely opened up, a direct mail communication with Hobart can be established, and stock and sheep from the Midland Districts can be taken on to the Gold Fields. The road party was called in early in May, in consequence of the difficulty, from snow and rain storms, of packing rations across Mount Arrowsmith for the men. The works required during the ensuing summer, when work is re-commenced, will be, in addition to completing opening up the rest of the track, to make good worst places over

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the button-grass marshes and swamps along the line of track, cutting side ditches and building culverts for drainage purposes, and the erection of guide-posts between foot of Mount Arrowsmith, at Iron Store, to the Franklin River.

In 1885, under Act 49 Vict. No. 44, a vote of £1500 was granted for track Long Bay, Macquarie Harbour, to Lynch's Creek. The track previous to that time had only been cleared, and a heavy rocky sidelong cut for a horse pack-track; so that, from the nature of the soil and the constant rainfall, this track was converted into a ribbon of mud. The Lynch's Creek Mining Company had bought machinery, and were most anxious to transport it on to the claim from Macquarie Harbour, a distance of 24 miles. The Minister of Lands, at their earnest request, consented to send a road party on to the track to widen out the road for dray traffic, and facilitate the Company in their endeavour to take on the machinery to Lynch's, by doing such rough work, and meeting the difficulties of the road as they occurred in the passage of the drays with the heavy machinery. During 1885 this road party was at work to carry out the wishes of this Company; and, when the fresh vote under 50 Vict. No. 22, of £6000, was granted, its expenditure was ordered to be anticipated, and an increased number of labourers were sent round from Hobart on to this work. The Inspector and Overseers were instructed to do only such necessary work, and give such assistance, as would ensure the transport of the machinery on to the Company's ground, as the proper completion of the road works could be dealt with afterwards. The machinery was delivered at Lynch's about Christmas time of last year, and the roadmen have since been employed in completing this portion of the road, and continuing on from Lynch's Creek to the Linda.

The following important Main Road Bridges have been put into a substantial state of repair during the past year from moneys voted in the Maintenance Schedule for repairs to Road Bridges:—Bridge over Huon River at Victoria; bridge at Castle Forbes Bay; bridge over the Derwent, New Norfolk; bridge on Main Road Hobart to Launceston at O'Brien's Bridge; large culvert south of O'Brien's Bridge; bridge over the Scamander River; Killymoon Bridge; Jason's Gate Bridge; Carrick Bridge; and Emu Bridge abutments, North West Coast. The newly erected bridges over the River Leven at Ulverstone, and over the Forth at Hamilton-on-Forth, have been screwed up and thoroughly overhauled.

The maintenance repairs to Main Roads are not in as satisfactory and progressive state this year as has been usual at this season of the year. The provision made for only half a year's maintenance, to enable the Treasury to begin the financial year on 1st July of each year, instead of 1st January, has had the effect of disturbing the arrangements of most Main Road Boards as severely, as if the maintenance funds were permanently cut down to half of the sum yearly voted for the maintenance of Main Roads.

WILLIAM DUFFY, *Engineer of Roads.*

The Engineer-in-Chief.

REPORT OF THE GOVERNMENT ARCHITECT.

June, 1887.

Tenders were called for new Schools and Schoolmasters' Residences, to the total number of 8.

Tenders were called for repairs, alterations, and additions for 12 School premises, and most of these are now completed. The most important School building now being carried out is that of Invermay, near Launceston.

The following important Schools, in addition to the above, have been completed; viz., Oatlands, Green Ponds, Westbury, and George's Bay.

Tenders were also called and accepted for the following works:—

Launceston.—Rifle ranges and Bridge. The ranges were, however, carried out by day labour, and the bridge by contract.

Launceston Hospital.—The hot and cold water services are now completed, including the new boiler-house. The fencing to enclose the ground is being proceeded with, and will soon be completed.

Launceston Customs House.—The works in connection with new premises have been well carried out by Contractor, and the same will soon be completed.

Launceston Post and Telegraph Office.—The work in connection with these new premises is now being carried out by present Contractors in a satisfactory manner (the previous Contractor having got into pecuniary difficulties, and, with the sanction of the late Hon. the Minister of Lands and Works, having transferred his contract to Messrs. Gunn Bros. of Launceston).

Hobart.—The new Public Offices, Davey-street, have been well carried out, and have been completed for several months.

Hobart.—*Tasmanian Museum and Art Gallery.*—The exterior work of this building is now well advanced. This is under the supervision of Mr. Henry Hunter.

Hobart.—*School, Goulburn-street.*—This is now completed, and was carried out under the supervision of Mr. Henry Hunter.

New Norfolk.—*Hospital for Insane.*—The building for idiots is now well in hand, with the roof nearly ready for slating. The Superintendent's cottage is already roofed in.

Buildings for Chronic and Acute Cases (Female).—Tenders have been received, and one accepted for the portion of the block for acute cases. This is about to be proceeded with immediately.

New mains, hydrants, hose, &c. for prevention of, or putting out fire, are now being supplied to the Asylum.

The new Post Offices, Longford, Campbell Town, and Oatlands, are now completed.

In addition to the above, the following buildings and works have been carried out, or are in course of completion :—

Alterations and additions to Treasury Buildings, Murray-street.

New floors, Hospital, Hobart.

Repairs to Private Secretary's Cottage, Government House.

Erection of Embrasure for Electric Light, Domain, Hobart.

Erection of Water Bailiff's Cottage, Cornelian Bay, New Town.

Erection of Post and Telegraph Office, St. Mary's.

Extension and conversion of Goods Shed into Bonded Store, Formby.

Repairs to Police Buildings, George Town.

Repairs to New Town Charitable Institution, and enclosure to verandahs.

Erection of Cook House, Beaconsfield Police Buildings.

Erection of Police Building, Castra and Bradworthy.

Repairs and Alterations to Police Buildings, Brighton, and Campbell-street, Hobart.

Police Residence, Scottsdale and Port Cygnet.

Court House, Sheffield.

New Cottages for Police purposes, West Coast.

New Court House, Gordon.

New Floor to Volunteer Buildings, Launceston.

New Police Buildings, west side of Hall's Track.

A great many plans and specifications of various types have also been prepared for Station Buildings for the different Railways, which I have not herein mentioned.

I have the honor to be,

Sir,

Your obedient Servant,

WM. W. ELDRIDGE,
Government Architect.

To the Engineer-in-Chief.

PARTICULARS of Expenditure, from 1st June, 1886, to 31st May, 1887.

<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, 1887.</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.	
<i>Public Works Construction Act, 1877, 41 Vict. No. 10.</i>							
Road, Hamilton-on-Forth <i>via</i> Wilmot River (South)	1000 0 0	826 15 2	83 3 7	909 18 9	90 0 0	...	Contract in progress.
Road, Hamilton-on-Forth to Kindred Plains.	2000 0 0	1919 15 8	1 13 0	1921 8 8	79 0 0	...	Contract in progress.
Road, Emu Bay to Table Cape.	1500 0 0	1174 0 5	...	1174 0 5	100 0 0	225 0 0	Contract in progress.
Road, George's Bay to St. Mary's Road near Falmouth.	3000 0 0	2843 13 4	6 0 0	2849 13 4	...	150 0 0	
<i>Main Roads Construction Act, 1880, 44 Vict. No. 31.</i>							
Road, River Forth to Ulverstone (River Leven) at Slabbed Road.	2530 0 0	2437 5 9	...	2437 5 9	...	90 0 0	
Road, Richmond to Stokell's Hill, <i>via</i> Searle's Bridge.	500 0 0	485 17 9	9 3 0	495 0 9			
Road, from Dean's, at Boat Harbour Settlement, near Table Cape, to Detention River.	3500 0 0	3466 16 11	0 18 3	3467 15 2	30 0 0	...	Contract in progress.
Bridge, North West Bay River at Margate.	600 0 0	594 11 0	2 17 4	597 8 4			
<i>Public Schools Erection Act, 1881, 45 Vict. No. 27.</i>							
Back River, school and residence.	...	...	14 0 0	...	...	...	} Completed.
Barrington Junction, ditto.	...	...	44 6 0	...	...	...
Don, school house.	...	...	21 3 0	...	...	...
Fernbank, school and residence.	...	...	70 0 6	...	...	...
Formby, ditto.	...	...	460 2 6	...	...	...
Kindred, fencing, &c.	...	...	27 19 6	...	...	...
Nugent, school and residence.	...	...	5 0 0	...	...	...
North Motton, fencing.	...	...	19 19 0	...	...	...
Rhyndaston, school and residence.	...	...	42 2 3	...	...	...
Whitefoord, ditto.	195 4 0	
Westbury, school-house.	400 0 0	See 49 Vict, No. 15.
...		14,345 5 6	1299 16 9	15,645 2 3	

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
<i>Main Roads Construction Act, 1881, 45 Vict. No. 30.</i>																			
River Blythe to River Emu.	700	0	0	641	17	5	...			641	17	5	...			58	0	0	
Scamander River to Boggy Creek, near George's Bay.	1000	0	0	960	0	1	...			960	0	1	...			40	0	0	
<i>Branch Roads Construction Act, 1881, 45 Vict. No. 31.</i>																			
From proposed Bridge over Meander River, near Cheshunt, through Settlement to Crown Lands.	700	0	0	665	18	8	28	6	5	694	5	1	5	0	0				
From Mole Creek, near Chudleigh, westward through Crown Lands to River Mersey.	2000	0	0	1927	11	6	...			1927	11	6	70	0	0	...			Works in progress will absorb balance of Vote.
From Deloraine to Parkham Crown Lands.	500	0	0	468	19	0	0	16	7	469	15	7	...			30	0	0	
Dunorlan Road, from Main Road near Elizabeth Town to Dynan's Ford.	800	0	0	796	12	11	0	10	0	797	2	11	...						
From junction of Barrington and Nook Roads to Tarleton.	1000	0	0	924	19	10	75	0	2	1000	0	0	...						
From junction of Barrington and Nook Roads southwards to Nook Settlement.	1500	0	0	1499	8	9	0	11	3	1500	0	0	...						
Latrobe and Green's Creek (direct Road.)	500	0	0	327	3	3	1	5	0	328	8	3	...			170	0	0	
From Railton Station to Sheffield.	1500	0	0	1409	8	0	90	12	0	1500	0	0	...						
From Sheffield to Back Settlements (Promised Land.)	1500	0	0	1473	15	10	2	12	0	1476	7	10	23	0	0				
From River Wilmot at Alma southwards to Crown Lands.	700	0	0	638	1	4	...			638	1	4	60	0	0				
From Ulverstone to West Castra.	1100	0	0	1063	6	4	...			1063	6	4	...			35	0	0	
From Penguin Creek southwards along Pine Road (Hall's survey.)	1500	0	0	1450	19	7	...			1450	19	7	30	0	0	19	0	0	
From Wyvenhoe southwards on Stowport Road.	1000	0	0	939	4	3	...			939	4	3	60	0	0				
From Main Road near Table Cape to Mount Hicks.	1500	0	0	1451	1	8	4	4	7	1455	6	3	44	0	0				
From end of metalling on Flowerdale Road extending through Settlement.	1800	0	0	1780	13	11	1	12	0	1782	5	11	...			17	0	0	
South (Forest) Road, Circular Head.	1500	0	0	1456	3	2	...			1456	3	2	43	0	0				
From South Road, Circular Head, eastward into Crown Lands.	500	0	0	382	16	8	117	3	4	500	0	0	...						
From Smithton (Duck River) to Montagu, including Bridge over Duck River.	1000	0	0	969	12	3	12	0	0	981	12	3	...			18	0	0	
From Bridge over Piper's River northwards through Settlement (Hall's Track).	1000	0	0	949	18	4	...			949	18	4	...			50	0	0	

From the Finger Post on Piper's River Road to Turner's Marsh Settlement.	1000	0	0	972	13	6	...	972	13	6	...	25	0	0	Works in progress will absorb Vote. Works in progress will absorb Vote.		
From Ringarooma Port to Moorina.	2000	0	0	1790	15	6	...	1790	15	6	210	0	0	...			
From Moorina to Weldborough.	1000	0	0	988	10	2	6 10 0	995	0	2	...	...	...	...
From Gould's Country to Weldborough.	4000	0	0	3660	4	0	77 19 3	3738	3	3	260	0	0	...			
From Swansea to Avoca.	1020	0	0	921	12	11	14 8 6	936	1	5	40	0	0	40	0	0	
From Jericho and Eastern Marshes Road to Settlement and Crown Lands at the Black Bluff, Tunnack.	1000	0	0	581	7	3	346 11 2	927	18	5	25	0	0	45	0	0	
From Main Road at the Falls, near New Norfolk, to Dry Creek Settlement.	500	0	0	394	12	2	78 1 3	472	13	5	...	...	27	0	0
From Ellendale (Monto's Marsh) to Hamilton.	1500	0	0	4	0	2	...	4	0	2	...	1495	0	0	Expenditure of Vote not yet arranged for.		
From Port Cygnet to Wattle Grove.	500	0	0	473	15	9	...	473	15	9	...	25	0	0		...	
Junction with Road to Gardner's Bay to Nicholl's Rivulet Settlement.	1000	0	0	949	10	6	22 11 6	972	2	0	...	25	0	0		...	
Flight's Bay to Port Esperance.	1000	0	0	919	2	2	...	919	2	2	...	80	0	0		...	
Port Esperance to Southport.	1500	0	0	1275	15	10	102 18 0	1378	13	10	...	121	0	0	...		
From Ragged Tier East to Dunally, East Bay Neck, (including Bender's Bridge).	500	0	0	476	16	10	...	476	16	10	...	20	0	0	...		
Bridge over River Mersey near Kimberley's Ford.	711	9	6	700	0	0	9 10 0	709	10	0	...	...	...	...	...
Bridge over Shannon River (on Road to Lake Country).	400	0	0	12	14	10	4 1 10	16	16	8	380	0	0	...	Contract in progress.		
Bridge over Ouse River (on Road to Lake Country), <i>via</i> Tunbridge.	500	0	0	467	15	9	32 0 6	499	16	3	
Bridge over Swan River (Swansea to Avoca).	500	0	0	9	7	8	3 15 0	13	2	8	485	0	0	...		Tenders now invited. Balance of Vote reappropriated by 50 Vict. No. 35.	
Bridge over Great and Little Henty Rivers (West Coast).	1000	0	0	518	2	0	...	518	2	0	...	...	...	...
<i>Main Roads and Bridges Construction Act, 1882, 46 Vict. No. 23.</i>																	
Mount Direction to Lefroy.	2000	0	0	1925	12	3	...	1925	12	3	...	74	0	0	...		
Lefroy to George Town.	3000	0	0	1279	12	4	24 9 3	1304	1	7	1150	0	0	540	0	0	Contracts in progress.
Launceston to Scottsdale.	2084	9	6	1723	9	11	...	1723	9	11	...	360	0	0	...		
Bellerive to Richmond.	1000	0	0	928	17	0	1 10 6	930	7	6	...	70	0	0	...	See also Votes under 47 Vict. No. 30, and 49 Vict. No. 47.	
Bridge over River Forth.	2100	0	0	2052	0	8	47 19 4	2100	0	0	...	...	...	...	...
<i>Branch Roads Construction Act, 1882, 46 Vict. No. 24.</i>																	
St. Mary's to Picaninni Point.	600	0	0	452	6	3	147 13 9	600	0	0	...	...	...	...	...
St. Mary's to Dublin Town, <i>via</i> German Town.	500	0	0	475	13	6	...	475	13	6	...	25	0	0	...		
West Tamar and Green's Creek Road.	800	0	0	650	7	8	...	650	7	8	...	150	0	0	...		

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	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
From Railton and Sheffield Road near Dick Low's Bridge southwards through settlements.	1032 7 6	1015 9 9	2 12 0	1018 1 9	14 0 0		
From Sheffield to Mount Claude.	2069 16 6	2059 0 9	1 2 6	2060 3 3			
Old Gawler Road from North Motton Road near Ulverstone to East Castra Road.	1000 0 0	906 4 2	1 3 6	907 7 8			
From end of West Castra Road, at Town of Leven, to and through selections on Gunn's Plains.	507 0 0	13 9 9	78 16 0	92 5 9	310 0 0	100 0 0	Contract in progress.
South Road, Circular Head.	500 0 0	469 15 9	2 16 8	472 12 5	27 0 0		
Moorina to Boobyalla (Ringarooma Port).	2000 0 0	1955 4 1	...	1955 4 1	...	44 0 0	
Scottsdale to Upper Ringarooma, and including Earthworks to replace old Bridges.	2000 0 0	1733 10 11	40 4 11	1773 15 10	...	226 0 0	
Branhholm to "Brothers' Home" and Moorina.	1500 0 0	1384 15 3	8 18 0	1393 13 3	...	106 0 0	
Native Corners Road—from Campania Station to Main Line Railway.	300 0 0	248 5 7	4 18 0	253 3 7	...	46 0 0	
From Fenton Forest to Ellendale.	1000 0 0	989 12 4	1 5 6	990 17 10			
Allen's Rivulet Road (Leslie).	300 0 0	272 13 5	...	272 13 5	...	25 0 0	
Agnes Rivulet Road (Port Cygnet), metalling in lieu of slabbing.	1500 0 0	1451 3 10	48 16 2	1500 0 0			
Proctor's Road.	300 0 0	128 9 10	171 10 2	300 0 0			
Arve Road, Honeywood.	504 0 0	470 5 8	...	470 5 8	...	30 0 0	
From She-oak Hills Road, Huon Valley, to Settlements on top of Tier.	500 0 0	451 9 2	...	451 9 2	...	48 0 0	
Orielton Road, Sorell.	500 0 0	477 5 6	...	477 5 6	...	20 0 0	
From Bridge over Carlton River at Upper Carlton to end of Main Road from Sorell at junction of road to Upper Carlton, Lower Carlton, and Lewisham.	500 0 0	402 2 9	51 3 8	453 6 5	...	46 0 0	
Bridge over River Brid above Bridport, Coast Road to Bridport, Gladstone, &c.	400 0 0	287 10 9	...	287 10 9	...	112 9 3	Balance re-appropriated by Act 50 Vict. No. 35.
Bridges over Blacksmith's Creek and Caroline Creek on Road Latrobe to Sheffield.	300 0 0	283 13 7	13 17 9	297 11 4			
Bridging streams and improving Track on Road Circular Head <i>via</i> Montagu to Pie-man River.	600 0 0	560 2 2	33 18 7	594 0 9			

<i>Public Works Construction Act, 1882</i> 46 Vict. No. 26.							
Emu Bay Jetty (conditionally upon an equal sum being provided from local sources).	7750 0 0	268 2 1	4459 1 8	4727 3 9	3022 0 0	...	Works still in progress under W. Reid Bell, Esq., C.E. £1250 has been contributed by the Table Cape Marine Board, and £1500 by the Van Diemen's Land Company. The further amount of £3500 has also yet to be contributed by the Company.
Impression Bay, Cascades, and Carnarvon Jetties.	1360 0 0	1346 13 3	1 9 10	1348 3 1			
Sorell and Lewisham Jetties.	1800 0 0	311 13 3	122 7 1	434 0 4	...	1366 0 0	Construction of Sorell Jetty still deferred.
Rokeby, Muddy Plains, and South Arm Jetties, Ralph's Bay.	700 0 0	618 1 1	...	618 1 1	80 0 0	...	Tenders will shortly be invited for Jetty at Musk's (South Arm).
Oyster Cove, Peppermint Bay, Bruni Island, Long Bay, Gordon and Esperance Jetties (D'Entrecasteaux Channel).	1720 0 0	1667 6 10	46 2 6	1713 9 4			
Tracks—							
From Fenton Forest to vicinity of Mount Wedge.	500 0 0	279 11 0	60 13 6	340 4 6	...	160 0 0	
From Long Plains to Corinna.	1500 0 0	1486 2 1	1 17 0	1487 19 1			
From Corinna to North Heemskirk.	1500 0 0	370 14 8	...	370 14 8	100 0 0	1000 0 0	
From Pieman Heads to Heemskirk.	500 0 0	46 10 8	...	46 10 8	...	450 0 0	
For opening out Crown Lands.	1000 0 0	387 8 5	239 16 2	627 4 7	130 0 0	250 0 0	
For keeping Tracks open generally.	500 0 0	355 9 3	84 4 0	439 13 3	60 0 0		
<i>Public Buildings Erection Act, 1882,</i> 46 Vict. No. 27.							
Country Post and Telegraph Offices at New Norfolk, Beaconsfield, Lefroy, and West Coast.	3000 0 0	2017 11 7	...	2017 11 7	...	980 0 0	Buildings not yet erected at Lefroy, West Coast
Additional accommodation for Lands' Titles Department, Law Officers of the Crown, Post Office, &c., and temporary provision for Telegraph Department.	17,015 0 0	11,456 19 0	5558 1 0	17,015 0 0	...	...	Contract nearly completed. Part cost against 48 Vict. No. 47, item 3.
<i>Public Schools Erection Act,</i> 46 Vict. No. 28.							
Constitution Hill.	...	874 13 6	74 6 0	948 19 6	...	...	} Contracts completed.
Fentonbury.	...	351 8 6	195 0 0	546 8 6	...	...
George Town.	...	400 0 0	131 18 0	531 18 0	
Green Ponds.	...	231 1 9	588 16 0	819 17 9	
Green Point.	...	639 16 0	0 12 0	640 8 0	

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	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Irish Town.	...	190 0 0	27 5 0	217 5 0	Contracts completed.
Nook.	...	410 2 9	22 10 0	432 12 9	
Penguin.	...	824 6 0	50 9 0	874 15 0	...	...
Scotsdale.	...	400 4 0	20 0 0	420 4 0	...	...
Springfield.	...	582 2 0	9 18 4	592 0 4	...	...
St. Leonard's.	...	672 5 8	21 0 0	693 5 8	...	...
Tunbridge.	...	137 0 0	134 5 0	271 5 0	...	...
	...	...	£1275 19 4	...	...	...
Hobart Rivulet Improvement Act, 46 Vict. No. 30.	20,000 0 0	14,010 9 5	961 17 11	14,972 7 4	...	5025 0 0	Amount of £961 17s. 11d. paid to Hobart Corporation for works executed.
<i>Public Works Construction Act, 1882, 46 Vict. No. 46.</i>							
Improvements at Granville Harbour, on the West Coast.	500 0 0	65 8 2	...	65 8 2	...	434 11 10	Balance re-appropriated by Act 50 Vict. No. 35.
Construction of a Road from Reminé to Heemskirk.	2000 0 0	1912 2 7	55 11 0	1967 13 7	...	30 0 0	
Construction of a Tramway over East Bay Neck.	350 0 0	6 11 0	...	6 11 0	...	340 0 0	Work not carried out.
Construction of a Road from the termination of the proposed Road from Reminé to Heemskirk northwards; North Heemskirk and Milne or Granville Harbour, and a Road southwards towards Macquarie Harbour.	4000 0 0	3763 14 5	26 10 10	3790 5 8	...	210 0 0	
<i>Improvements to Rivers North Esk and Tamar, 46 Vict. No. 48.</i>	20,000 0 0	14,604 11 11	5395 8 1	20,000 0 0	...	...	Paid to Launceston Marine Board.
<i>Main Roads and Bridges Construction Act, 1883, 47 Vict. No. 30.</i>							
Detention River to Stanley, Circular Head.	1500 0 0	1423 12 1	0 7 6	1423 19 7	...	76 0 0	£1300 of this Vote re-appropriated by Act 50 Vict. No. 35.
Mount Direction to Lefroy.	3000 0 0	655 6 6	31 0 0	686 6 6	...	1010 0 0	
Junction with Lisle Road to Myrtle Bank.	1000 0 0	670 2 0	1 16 0	671 18 0	...	328 0 0	
Bridge over Brid River to Scottsdale.	2000 0 0	1815 10 1	...	1815 10 1	...	184 0 0	
Buckland to Little Swanport River.	1500 0 0	620 3 1	45 13 6	665 16 7	70 0 0	764 0 0	
Little Swanport River to Swansea.	500 0 0	457 13 5	30 19 7	488 13 0			
Melton to Bothwell.	500 0 0	247 9 0	242 11 0	490 0 0			

New Norfolk to Glenora.	500	0	0	470	9	7	...	470	9	7	...	29	0	0	Contracts in progress.	
Hamilton to Ouse.	600	0	0	524	4	11	75	15	1	600	0	0	...	...
Sorell to Carlton.	2500	0	0	1610	1	10	344	7	5	1954	9	3	545	0	0	
Additions to Bridge over River Forth at Hamilton-on-Forth.	500	0	0	6	11	8	12	3	3	18	14	11	...	480	0	0
Bridge, River Derwent at Bridgewater.	10,000	0	0	948	15	0	52	9	9	1001	4	9	3000	0	0	Tenders have been invited for supply of necessary timber, to amount of about £3000.
Small Bridges on Huon Road (Renewals).	1000	0	0	917	19	1	53	2	2	971	1	3	...	29	0	0
From Rosevale (Bridgenorth) to Westwood and M'Kinnon's Bridges on Meander River.	1000	0	0	979	1	1	5	17	6	984	18	7	...	16	0	0
From Deloraine to Quamby Brook.	500	0	0	439	16	6	44	6	3	484	2	9	...	15	0	0
From Sassafras Creek to Mersey Bridge at Gad's Hill (on Road from Chudleigh westwards).	700	0	0	303	10	1	30	18	3	334	8	4	330	0	0	Contract in progress.
Latrobe and Green's Creek, (direct road).	800	0	0	667	7	11	81	15	5	749	3	4	...	50	0	0
From Railton and Sheffield Road near Butt's Store southwards towards Paradise.	1000	0	0	936	19	7	18	19	6	955	19	1	44	0	0	Contract in progress.
From junction of Kentisbury and Mount Claude Roads to back country (Promised Land).	1000	0	0	761	6	3	68	12	7	829	18	10	170	0	0	
East Castra Road, completion of metalling from Wharf at Ulverstone towards Township of Crawford.	800	0	0	746	18	5	1	13	11	748	12	4	50	0	0	
Iron Cliff Road, Penguin.	303	3	0	299	14	0	0	16	0	300	10	0	...	...	...	Contracts in progress.
Pine Road, extension from end of present metalled road.	1000	0	0	853	7	8	19	6	6	872	14	2	...	125	0		0
Pine Road, extension <i>via</i> Sulphur Creek to River Blythe.	1000	0	0	970	6	6	...	...	...	970	6	6	...	30	0	0
Stowport Road.	1000	0	0	912	10	0	...	...	...	912	10	0	40	0	0	Contracts in progress.
Moreville Road to Main Road (Emu Bay.)	1000	0	0	596	0	0	404	0	0	1000	0	0	...	...	...
From River Cam (east side) southwards.	500	0	0	377	14	6	0	10	6	378	5	0	80	0	0	
Approach Roads to Bridge, Hellyer River, Wynyard to Bischoff.	3000	0	0	1156	8	6	459	14	1	1616	2	7	1380	0	0	...
South Road, Circular Head.	1000	0	0	916	13	8	37	8	4	954	2	0	45	0	0	Contracts in progress.
From Beaconsfield to Kelly's Look-out.	1000	0	0	435	12	6	444	10	4	880	2	10	120	0	0	
White Hills to Evandale.	500	0	0	479	7	5	...	...	...	479	7	5	...	20	0	0
From Finger-post on Upper Piper Road towards Turner's Marsh.	500	0	0	180	1	7	291	18	9	472	0	4	28	0	0	Contracts in progress.
From Lower Piper River Bridge towards Bridport.	300	0	0	274	5	1	25	14	11	300	0	0	...	...	...
Lisle Road.	500	0	0	471	14	10	6	12	0	478	6	10	...	21	0	0
Branxholm Lane.	500	0	0	478	13	10	4	12	9	483	6	7	...	...	...	Contracts in progress. See 48 Vict. No. 45, item 41.
Branxholm to Moorina.	3000	0	0	2956	13	10	43	6	2	3000	0	0	...	...	...
Moorina to Boobyalla (Ringarooma Port.)	1020	0	0	1019	16	9	0	3	3	1020	0	0	...	...	...
Moorina to Weldborough.	1400	0	0	463	4	8	188	17	11	652	2	7	747	0	0	Contracts in progress.
Fingal to Mathinna.	1000	0	0	940	13	8	940	13	8	...	59	0	0
Upper Ringarooma to Mathinna.	2000	0	0	1977	9	1	1	16	0	1979	5	1	...	20	0	0

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	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Avoca to Tin Mines at Ben Lomond.	1500	0	0	82	15	5	...			82	15	5	...			1410	0	0	Expenditure of this vote still deferred.
Tunnack to Jericho Road Railway Station.	600	0	0	386	13	5	113	6	5	499	19	10	12	0	0	88	0	0	
Tunnack to Jerusalem.	1000	0	0	401	18	0	418	14	5	820	12	5	140	0	0	40	0	0	
Weedy Hills at Nugent School towards Sorell.	1000	0	0	977	6	5	1	4	0	978	10	5	21	0	0				
Ragged Tier west, through Township of Copping and Moorabool Road towards shipping-place at Dunally.	500	0	0	466	8	2	...			466	8	2	33	0	0				
From end of Main Road at Finger-post, Upper Carlton, to Lower Carlton and Dunally.	1000	0	0	996	0	0	3	18	0	999	18	0							
From Dunally towards Bream Creek.	600	0	0	577	10	9	...			577	10	9	...			20	0	0	
From Taranna (Norfolk Bay) to head of Long Bay (Carnarvon).	800	0	0	706	13	1	18	17	1	725	10	2	74	0	0				
From Taranna, Norfolk Bay, to Cascades and Impression Bay.	400	0	0	350	11	0	49	9	0	400	0	0							
From Kingston (Brown's River) to Leslie (Huon Road).	500	0	0	149	6	9	343	5	10	492	12	7							
From Margate (N. W. Bay) to Settlements and Crown Lands on top of Tier.	300	0	0	286	1	2	0	7	6	286	8	8							
Snug Road, from Chapel at Snug back to Settlements.	300	0	0	281	4	2	18	15	10	300	0	0							
From Kettering (Little Oyster Cove) to Crown Lands.	400	0	0	360	8	2	39	11	10	400	0	0							
From Woodbridge (Peppermint Bay) towards Gardner's Bay.	500	0	0	437	9	4	59	13	9	497	3	1							
Adelaide (Surges Bay) to Dover (Esperance).	1000	0	0	503	6	6	101	15	8	605	2	2	60	0	0	335	0	0	
Lloyd's Road, Franklin.	300	0	0	273	16	10	...			273	16	10	...			25	0	0	
Chitty's Road, Franklin.	500	0	0	366	16	0	92	16	7	459	12	7	...			40	0	0	
New Road, Franklin.	500	0	0	476	12	5	0	15	6	477	7	11	...			20	0	0	
Huon Bridge to Dean's at She-oak Hills.	570	10	0	554	8	2	0	16	6	555	4	8	...			15	0	0	
Back River Road, New Norfolk, and Bridge over Back River.	512	9	6	501	5	7	9	6	6	510	12	1							
From River Ouse to Victoria Valley.	500	0	0	255	3	1	144	0	0	399	3	1	...			100	0	0	
Native Tier Road, Glenora, Extension to Crown Lands.	500	0	0	312	6	8	87	18	6	400	5	2	60	0	0	39	0	0	
Bridge, Gawler River, West Castra Road.	300	0	0	273	12	8	...			273	12	8	...			25	0	0	
Bridge, South Esk River at Avoca (additional provision).	500	0	0	417	17	0	...			417	17	0	...			80	0	0	
Bridge, South Esk River near Dan's Rivulet, (additional provision.)	200	0	0	174	0	0	...			174	0	0	...			26	0	0	
Bridge, Ringarooma River at Branhholm.	600	0	0	495	7	9	0	11	6	495	19	3	...			104	0	0	
Bridging Streams, Montagu to Pieman River.	200	0	0	193	1	6	4	13	8	197	15	2							

*Public Buildings Erection Act, 1883,
47 Vict. No. 32.*

Launceston Custom House.	10,100	0	0	3188	15	5	4006	0	8	7194	16	1	2906	0	0	...
Launceston Hospital, enclosure of Grounds, and additional Buildings.	2010	0	0	1633	7	1	376	12	11	2010	0	0	...	...	...	...
Emu Bay Post and Telegraph Office.	950	0	0	896	7	9	...	...	...	896	7	9	...	50	0	0
Branxholm Court House.	400	0	0	386	17	3	...	...	...	386	17	3	13	2	9	...
General Hospital, Hobart, purchase of Land, completion of Buildings, and Improvement of Grounds.	10,023	16	0	9810	18	2	212	17	10	10,023	16	0	...	...	...	...
Balance on Vote, 39 Vict. No. 22.	1464	4	9	...	...	...	1393	4	6	1393	4	6	71	0	3	...
Hobart, additional Offices for Mines, Printing, and Public Works.	8000	0	0	5184	7	10	2689	15	2	7874	3	0	125	0	0	...
Hobart, additions Lands and Works Offices.	2500	0	0	2457	15	9	0	8	0	2458	3	9	40	0	0	...
Bonded Stores, Hobart, enclosure.	600	0	0	462	12	2	137	7	10	600	0	0	...	...	...	...
Jerusalem Police Buildings.	865	0	0	837	19	9	0	10	6	838	10	3	...	...	...	...
New Police Buildings generally.	2000	0	0	1418	15	8	579	7	3	1998	2	11	...	...	...	...

*Public Works Construction Act, 1883,
47 Vict. No. 33.*

Improvement of D'Arcy-street, Hobart.	400	0	0	...	...	...	...	...	...	...	...	...	400	0	0	...
Improvement of Sandhill Road, near Launceston, to High-street, Launceston.	500	0	0	161	8	0	200	0	0	361	8	0	139	0	0	...
Improvement of Streets, Footpaths, and Drainage of the Town of Beaconsfield.	1000	0	0	818	18	2	...	...	...	818	18	2	...	181	0	0
Improvement of Streets, Footpaths, and Drainage of the Town of Waratah.	1000	0	0	939	7	3	...	...	...	939	7	3	...	60	0	0
Jetty at Kingston (Brown's River).	230	0	0	219	3	6	4	3	6	223	7	0	...	25	0	0
Jetty at George's Bay.	300	0	0	274	12	5	...	...	...	274	12	5	...	...	...	...
Embankments for protection of Swamp Lands at Launceston.	1019	12	0	202	15	6	698	16	3	901	11	9	90	0	0	...

*Public Works Construction Act, 1883,
47 Vict. No. 34.*

Dredging Mersey Bar, and for erection of Jetty and other improvements, Formby Harbour.	8000	0	0	1150	13	9	106	0	5	1256	14	2	3000	0	0	3740 0 0
Jetty at Emu Bay.	4000	0	0	3542	7	8	457	12	4	4000	0	0	...	...	...	...
Construction of a Tramway across Ralph's Bay Neck.	500	0	0	5	14	2	...	...	...	5	14	2	...	494	0	0
Bridge over Ben Lomond Rivulet on road from Lymington through South Esk Valley.	200	0	0	175	17	6	24	2	6	200	0	0	...	...	...	...

Contract progressing satisfactorily, and approaching completion.
See also 49 Vict. No. 46, item 6.

For other liabilities and expenditure, see 49 Vict. No. 46, item 1.

For other liabilities and expenditure see 50 Vict. No. 25, item 1.

[for.
Expenditure not yet arranged
Expenditure arranged by Launceston Corporation and Breadalbane Road Trust.

The Steam Dredge *Agnew* has just been completed, and dredging operations will shortly be commenced.
See 46 Vict. 26, item 1, page 5.
Work still deferred, as land is not yet acquired.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Further Liabilities.	Balance available for further Expenditure.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bridge over River Nile on Main Road near Lymington.	200 0 0	109 3 0	..	109 3 0	..	90 0 0	
<i>Public Works Construction Act, 1883, 47 Vict. No. 35.</i>							
For improvement of Park-street, Hobart.	400 0 0	317 10 3	82 9 9	400 0 0			
<i>47 Vict. No. 37.</i>							
Purchase of land for the erection of Gaol for Tasmania and for other purposes.	3000 0 0	24 1 0	..	24 1 0	..	2975 0 0	Expenditure not yet arranged for.
<i>47 Vict. No. 38.</i>							
Purchase of land for the erection of Public Offices in Launceston and other purposes.	15,000 0 0	7286 7 4	3515 1 5	10,801 8 9	4200 0 0	..	Contract for new Post and Telegraph Office in progress. Further provision of £6000 made under 49 Vict. No. 46
<i>48 Vict. No. 42.</i>							
Purchase of land as sites for Quarantine Stations.	5000 0 0	4576 18 0	4 2 6	4581 0 6	..	418 0 0	
<i>Main Roads Construction Act, 1884, 48 Vict. No. 44.</i>							
Road through the Frogmore Estate, Latrobe.	100 0 0	80 16 9	0 13 0	81 9 9	.	18 0 0	
Sisters' Creek to Detention River.	500 0 0	465 3 6	34 16 6	500 0 0	..	910 0 0	Works not yet arranged for. Land has been acquired for road through V. D. L. Co's. property.
Detention River to Stanley, Circular Head.	1000 0 0	18 4 5	69 2 6	87 6 11	..		
New Norfolk to Glenora.	300 0 0	211 13 4	70 8 6	282 1 10	..	17 0 0	
Cradoc to Port Cygnet.	500 0 0	457 18 9	1 9 0	459 7 9	..	40 0 0	
Richmond to Buckland and Orford.	750 0 0	373 2 11	169 14 7	542 17 6	50 0 0	150 0 0	
Huon Bridge to Franklin.	300 0 0	294 9 1	5 10 11	300 0 0			
River Brid to Scottsdale.	2000 0 0	1841 5 8	8 13 6	1849 19 2	150 0 0		
Scottsdale to Bridport.	600 0 0	596 5 7	3 14 5	600 0 0			
Bridge over the Tea Tree Rivulet.	300 0 0	281 14 3	0 17 0	282 11 3	...	17 0 0	
Bridge over Brushy Plains River at White Marsh.	500 0 0	5 10 0	494 10 0	500 0 0	.		
Bridge over Gully at Thumbs Marsh	250 0 0	97 8 10	152 11 2	250 0 0			
<i>Branch Roads Construction Act, 1884, 48 Vict. No. 45.</i>							
Road, Launceston to Beaconsfield.	1000 0 0	980 17 2	19 2 10	1000 0 0			
Beaconsfield to Flowery Gully.	300 0 0	24 3 3	16 4 6	40 7 9	260 0 0	...	Contracts in progress.
West Tamar to Bridgenorth.	500 0 0	466 7 1	1 9 0	467 16 1	...	30 0 0	Contracts completed.

Frankford to Beaconsfield <i>via</i> Kelly's Look-out.	1000	0	0	896	11	7	103	8	5	1000	0	0	...	...	Contracts completed.		
Westbury to Frankford.	1000	0	0	523	12	5	198	0	10	721	13	3	180	0	0	Contracts in progress.			
Frankford Road.	500	0	0	419	13	0	75	18	7	495	11	7							
From Dynan's Ford Bridge over River Mersey through Crown lands to the Beulah, Paradise, &c.	800	0	0	212	16	1	378	13	8	591	9	9	200	0	0	Contract in progress.			
Green's Creek, Direct Road.	800	0	0	686	17	8	48	9	0	735	6	8	...	60	0	0			
St. Leonard's, Distillery Creek, to George Town Road.	600	0	0	28	11	11	367	18	2	396	10	1	80	0	0	Contract in progress.			
Little Hampton Station to Green Rises.	503	7	0	325	2	0	178	5	0	503	7	0							
Moriarty Road.	600	0	0	487	2	8	3	5	3	490	7	11	...	110	0	0			
Elizabeth Town to the Whiteford Hills Railway Station.	500	0	0	473	5	4	18	14	8	492	0	0							
Barrington Road to Don Tramway.	200	0	0	140	9	1	...			140	9	1	60	0	0				
From Main Road, Tarleton, to junction of Nook and Barrington Roads.	1500	0	0	906	11	8	96	10	3	1003	1	11	496	0	0	Contract lately entered into.			
Road from Hamilton Hill to Barrington Road.	1000	0	0	339	2	9	82	4	6	521	7	3	478	0	0	Contract in progress.			
Sheffield to Promised Land.	800	0	0	779	10	3	20	9	9	800	0	0							
From Dick Lowe's Bridge southwards to Settlements at Sunnyside.	600	0	0	148	5	11	385	3	9	533	9	8	66	0	0	Contract in progress.			
East Castra slab road, metalling from Wharf upwards.	500	0	0	450	16	11	0	17	6	451	14	5	48	0	0				
East Castra Road, Extension to Fulton's.	500	0	0	489	4	8	10	15	4	500	0	0							
East Castra Road, branch from T. M'Donald's to Gunn's Plains.	400	0	0	331	15	2	68	4	10	400	0	0							
West Castra Road, branch to Selections on Leven River near Township of Allison.	250	0	0	160	17	4	26	9	8	187	7	0	60	0	0				
Pine Road, branch to River Blythe.	500	0	0	319	2	3	136	5	6	455	7	9	44	0	0				
Pine Road.	1000	0	0	938	17	3	61	2	9	1000	0	0							
Waratah to Specimen Reef.	2000	0	0	1980	0	0	...			1980	0	0	...	20	0	0			
Table Cape southwards towards Waratah <i>via</i> Hellyer Gorge.	1000	0	0	4	19	11	...			4	19	11	200	0	0	Contracts in progress.			
Circular Head to Duck River Wharf.	500	0	0	446	6	11	44	6	6	490	13	5	10	0	0				
Alford to George Town Road.	500	0	0	359	6	9	60	18	6	420	5	3	10	0	0	70	0	0	
Holloway's Hill, on Hall's Track, to Piper's River Bridge.	500	0	0	473	0	2	2	4	3	475	4	5	...	25	0	0			
Hall's Track to German Town, Upper Piper.	500	0	0	464	7	2	...			464	7	2	...	35	0	0			
Scottsdale to Upper Ringarooma River Bridge.	3000	0	0	2477	19	2	172	3	0	2650	2	2	...	350	0	0			
Mount Victoria Gold Fields to Mathinna.	1000	0	0	754	13	8	62	3	6	816	17	2	...	180	0	0			
Branxholm Lane.	500	0	0	448	16	1	16	12	2	465	8	3	...	35	0	0			
Branxholm to Moorina.	1000	0	0	214	7	5	746	13	2	961	0	7	38	0	0	Contracts in progress.			
Branxholm to Brothers' Home and Moorina.	1000	0	0	969	17	10	27	16	3	997	14	1							
Weldborough to Moorina.	800	0	0	7	11	0	2	1	6	9	12	6	550	0	0	240	0	0	Contracts in progress. See 47 V. 31, item 38, page 7.
Moorina to Boobyalla (Ringarooma Port).	1505	0	0	1172	1	11	144	6	0	1316	7	11	140	0	0	145	0	0	Contracts in progress.

<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, 1887.</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.	
Slab Road, Gould's Country to Blue Tier Township.	600 0 0	568 12 8	0 7 6	569 0 2	...	30 0 0	
Yarmouth to the upper part of the Scamander River.	300 0 0	263 19 0	17 16 2	281 15 2	18 0 0		
St. Mary's to Picaninni Jetty.	300 0 0	128 4 1	171 15 11	300 0 0			
Runnymede to the vicinity of Hobbs' Bluff.	700 0 0	21 12 0	479 2 8	500 14 8	180 0 0	20 0 0	
Forcett (on the Main Road Sorell to Carlton) to Shipping-place at Lewisham.	450 0 0	428 6 10	0 15 6	429 2 4	...	20 0 0	
Nugent School, at Weedy Hills, to Sorell.	1000 0 0	146 14 9	422 12 5	569 7 2	270 0 0	160 0 0	Contracts in progress.
End of Main Road Sorell and Carlton to Telegraph Office at Coppington.	1000 0 0	974 6 1	7 17 6	982 3 7	17 0 0		
Telegraph Office, Coppington to Dunally.	600 0 0	543 14 0	0 10 6	544 4 6	...	55 0 0	
Dunally to Bream Creek.	300 0 0	117 5 0	148 10 11	265 15 11	34 0 0		
Taranna to Dunally (Norfolk Bay District.	500 0 0	428 1 10	38 11 0	466 12 10	...	33 0 0	
Taranna, Norfolk Bay, through Carnarvon to Safety Cove.	500 0 0	417 4 2	82 15 10	500 0 0			
Bridge and Road, Carnarvon.	100 0 0	85 16 0	...	85 16 0	...	15 0 0	
Swansea to Campbell Town.	2200 0 0	1992 19 0	153 7 1	2146 6 1			
Road leading from Tea Tree Siding to Richmond.	500 0 0	440 10 8	59 9 4	500 0 0			
Richmond to Jerusalem (Campania Road deviation.)	1207 10 0	1053 14 3	22 18 3	1076 12 6	...	130 0 0	
Ralph's Bay Causeway, Clarence Plains.	400 0 0	309 16 0	43 2 6	352 18 6	...	47 0 0	
Dromedary Road north from Black Brush.	300 0 0	0 19 0	162 8 3	163 7 3	136 0 0	...	Contract in progress.
New Norfolk to Lachlan (deviation).	200 0 0	...	1 17 10	1 17 10	...	198 0 0	No expenditure yet incurred, pending acquirement of land.
Upper Broadmarsh to Settlement at the Bluff.	300 0 0	0 7 0	137 2 8	137 9 8	90 0 0	70 0 0	Contract in progress.
Arundel Station, Derwent Valley Railway, to Main Road at Macquarie Plains.	3000 0 0	2037 17 3	962 2 9	3000 0 0			
Main Road to the Broadmarsh Road.	400 0 0	353 5 8	46 14 4	400 0 0			
Dry Creek Road, New Norfolk.	300 0 0	130 11 7	156 3 2	286 14 9	13 0 0		
Dry Creek to Mount Lloyd and Crown lands.	300 0 0	...	3 5 3	3 5 3	220 0 0	75 0 0	
Shawfield to Victoria Valley.	600 0 0	577 14 7	0 13 6	578 8 1	...	10 0 0	
Woolley's Road, Franklin.	200 0 0	139 19 8	2 19 2	142 18 10	...	57 0 0	
Lloyd's Road, Franklin.	250 0 0	230 0 0	0 7 6	230 7 6	...	20 0 0	
Swamp Road, Franklin.	300 0 0	295 10 1	0 11 6	296 1 7			
Kermandie Valley Road Extension.	250 0 0	246 3 5	0 8 3	246 11 8			
Flight's Bay to Surges Bay.	400 0 0	325 11 9	17 11 0	343 2 9	...	56 0 0	
Esperance to Southport.	500 0 0	494 7 8	5 12 4	500 0 0			
Port Cygnet to Nicholl's Rivulet Bridge on Gardner's Bay Road.	700 0 0	535 5 0	77 3 7	612 8 7	50 0 0	37 0 0	

Nicholl's Rivulet Bridge to Gardner's Creek Road Junction.	500	0	0	450	4	4	8	8	9	458	13	1	...	40	0	0		
Hastings to Recherche (Southport River to Catamaran Creek).	400	0	0	299	18	5	80	11	11	380	10	4	...	20	0	0		
Bridge, Ringarooma River (South Mount Cameron).	600	0	0	557	19	1	42	0	11	600	0	0						
Bridge, Ringarooma River to Moorina.	500	0	0	377	1	3	122	18	9	500	0	0						
Bridge, Coal River, on Road Tunnack to Jerusalem.	400	0	0	311	9	5	72	6	0	383	15	5	...	16	0	0		
Bridge, South Esk River, Muddy Plains, Longford.	3000	0	0	1596	3	10	1367	11	11	2963	15	9	...	36	0	0		
Bridge, Ringarooma River, near Bradshaw's Creek.	500	0	0	496	11	6	3	8	6	500	0	0						
<i>Public Works Construction Act, 1884, 48 Vict. No. 46.</i>																		
Jetty, Spring Bay.	500	0	0	3	10	0	8	4	0	11	14	0	450	0	0	38	0	0
Jetty, Cascades, Extension to deep water.	400	0	0	346	8	4	0	10	6	346	18	10	...	53	0	0		
Approaches, Long Bay Jetty.	200	0	0	1	7	0	174	5	3	175	12	3	24	0	0			
To facilitate Agricultural Settlement.	1000	0	0	825	1	6	161	4	1	986	5	7	13	0	0			
For the Improvement of outlying Streets in the City of Hobart.	3500	0	0	3091	11	2	259	17	0	3351	8	2	148	0	0	...		
Improvement of Streets, Hobart.	3500	0	0	3272	14	3	227	5	9	3500	0	0	...	...		
Improvement of Streets in the Queenborough Road District, to be paid in the proportion of £1 for every £1 raised and expended by the Road Trust for the same purpose.	500	0	0	...			500	0	0	500	0	0	...	...		
Boundary Street of Launceston (Landell-street).	250	0	0	234	13	2	10	0	0	244	13	2	5	0	0			
Road from Railway Station, Rhyndaston, to agricultural selections.	300	0	0	167	1	6	106	2	9	273	4	3	..	26	0	0		
Road from Main Road Deloraine to Latrobe to Shadbolt's selections, Fossil Bank	307	0	0	272	15	2	32	17	3	305	12	5						
Improvements, Public Reserves, Launceston	500	0	0	123	6	9	376	13	3	500	0	0	..	..		
Survey for Water Supply to Mines in North-Eastern District.	1100	0	0	1078	6	3	..			500	13	4	..	..		
Purchase of Traction Engine for Stone-crushers.	800	0	0	..			..			..			..	800	0	0
For drainage of the Town of Waratah, sanitary purposes.	1000	0	0	820	0	0	158	15	7	978	15	7	21	0	0			
For drainage, Latrobe, sanitary purposes.	1000	0	0	692	6	10	55	16	2	748	3	0	150	0	0	100	0	0
For working Diamond Drills.	1500	0	0	..			1500	0	0	1500	0	0						
Maintenance of Roads and Tracks for mineral traffic outside boundaries of Road Districts.	1000	0	0	43	16	4	142	11	5	186	7	9	50	0	0	760	0	0

Expenditure arranged for by
Hobart Corporation.

Ditto.

Paid to Queenborough Road
Trust on account of work
done.

Expenditure arranged for by
Launceston Corporation.

Amount of £577 12s. 11d.
transferred from total ex-
penditure given in last re-
turn to 50 Vict. No. 23.

No expenditure yet incurred.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Further Liabilities.	Balance available for further Expenditure.	Remarks.
<i>Public Buildings Construction Act, 1884, 48 Vict. No. 47.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Court House, Sheffield.	500 0 0	1 3 0	263 3 4	264 6 4	215 0 0	20 0 0	Contract in progress.
Hospital, Waratah.	200 0 0	..	..	..	..	200 0 0	No expenditure yet incurred.
New Public Buildings, Hobart, for completion.	7000 0 0	..	2353 3 4	2353 3 4	4646 0 0	..	Contract in great part completed.
Post and Telegraph Offices generally.	3000 0 0	1493 4 10	1506 15 2	3000 0 0	..	..	See also 49 Vict. No. 46 and 50 Vict. No. 25.
Additions to Campbell Town Hospital, (conditional.)	500 0 0	..	500 0 0	500 0 0	..	..	Paid to Trustees Campbell Town Hospital, an equal amount having been contributed locally.
Sailors' Home, Hobart, (conditional.)	800 0 0	310 3 8	119 15 2	429 18 10	370 0 0	..	Paid to Managers on account of Building Fund.
Lunatic Asylum, New Norfolk, Additions and Alterations.	2500 0 0	2000 0 0	..	2000 0 0	500 0 0	..	Balance will be expended in meeting part cost of erecting new wing.
<i>Education Act, 1885. 49 Vict. No. 15.</i>							
Westbury School.	...	...	{ 250 0 0 415 18 0 }	...	142 0 0	...	In progress.
Bathurst-street, additions to School.	...	...	35 14 7	...	...	...	Completed.
Oatlands, School and Residence.	...	...	1050 0 0	...	120 0 0	...	In progress.
Port Cygnet, School.	...	...	320 16 0	...	...	...	Completed.
Bothwell, School.	...	...	800 0 0	...	28 10 0	...	In progress.
Emu Bay, Outbuildings and Fencing to School.	...	...	{ 59 10 0 29 2 9 }	...	...	...	Completed.
Formby, Fencing, &c.	...	...	62 14 8	...	...	...	Ditto.
Green Ponds, School and Residence.	...	...	301 13 0	...	58 0 0	...	In progress.
Barrington Junction, Fencing.	...	...	10 7 6	...	...	...	Completed.
Upper Ringarooma, School-house.	...	...	218 5 0	...	11 0 0	...	In progress.
George's Bay, School-house.	...	...	690 0 0	...	188 0 0	...	Ditto.
Fentonbury, School-house.	...	...	21 12 8	...	...	...	Completed.
Perth, additions to School.	...	...	400 0 0	...	80 9 6	...	In progress.
Bothwell, Residence.	...	...	300 0 0	...	386 0 0	...	Ditto.
Brothers' Home, Residence.	...	...	150 0 0	...	146 10 0	...	Ditto.
Ellendale, State School.	...	...	...	...	153 15 0	...	Ditto.
Goulburn-street, Fittings.	...	...	12 18 1	...	...	...	Ditto.
Invermay, State School.	...	...	...	...	2546 0 0	...	Ditto.
Deloraine, additions to School.	...	...	100 0 0	...	76 10 0	...	Ditto.
Ravenswood, Additions to School.	...	...	33 0 0	...	...	...	Completed.
Miscellaneous.	...	...	305 0 8	...	...	...	Ditto.
...	...	296 10 0	5566 12 11	5863 2 11	...	...

Public Works Execution Act, 1885. 49 Vict. No. 42.											
Offices for Analyst and Government Statistician.	5000	0	0	...	...	...	...	5000	0	0	No expenditure yet incurred.
Building at Launceston for a Museum, Public Library, and Art Gallery, (conditional.)	5000	0	0	...	...	...	...	5000	0	0	Ditto.
Customs Shed, Formby.	800	0	0	...	715 7 11	715 7 11	84 0 0	...			Contract under maintenance.
Erection of Stores and alterations to old Commissariat Buildings, Launceston.	500	0	0	5 5 0	494 15 0	500 0 0					
Purchase of Mount Cameron Hydraulic Company's Water-race, and completion.	18,000	0	0	...	...	...	...	...			No expenditure yet incurred.
Steam Dredger and Appliances.	12,000	0	0	6 0 0	8968 13 3	8974 13 3	3025 0 0	...			Contract completed.
Improvement of Road, Hamilton-on-Forth to Forth Heads.	250	0	0	1 13 8	245 18 1	247 11 9	...				
Opening and forming 30 chains of Road from New Settlement to Barrington Road.	200	0	0	1 5 0	184 19 1	186 4 1	13 0 0				
Reconstruction of Jetty at the Sounds, Forestier's Peninsula.	300	0	0	...	1 15 0	1 15 0	230 0 0	...			Contract just let.
Branch Roads and Bridges Construction Act, 1885, 49 Vict. No. 43.											
Montagu to Duck River.	400	0	0	14 7 0	309 3 2	323 10 2	45 0 0	30 0 0			
Duck River to Irish Town.	500	0	0	117 9 7	296 12 2	414 1 9	15 0 0	70 0 0			
South Road, Circular Head.	450	0	0	226 19 5	221 19 7	448 19 0					
Road, Wynyard (Table Cape) to Waratah via Hellyer Gorge.	2000	0	0	227 9 0	1772 11 0	2000 0 0					
Mount Hicks to Cam via Seabrook.	300	0	0	51 15 8	49 16 1	101 11 9	198 0 0	...			Contract in progress.
Cam (west side) southwards.	500	0	0	15 13 10	228 17 4	244 11 2	255 0 0	...			Ditto.
Burnie (Emu Bay) to Rouse's Camp through New Country.	800	0	0	11 10 0	746 3 7	757 13 7	40 0 0	...			Ditto.
Stowport Road.	500	0	0	6 2 8	235 2 8	241 5 4	258 0 0	...			Ditto.
Nine Mile Road.	200	0	0	100 18 11	86 7 9	187 6 8	12 0 0				
Pine Road to Zigzag Road (through Plapp's).	250	0	0	...	0 10 6	0 10 6	...	249 0 0			Work not yet arranged for.
Zigzag Road.	300	0	0	53 10 4	182 2 11	235 13 3	65 0 0				
Pine Road branch to Blythe River.	500	0	0	...	252 12 6	252 12 6	155 0 0	90 0 0			
Pine Road.	500	0	0	0 14 0	494 10 9	495 4 9					
Iron Cliff Road.	200	0	0	...	161 2 9	161 2 9	38 0 0				
West Castra Road, branch to Selections on River Leven near Township of Allison.	100	0	0	...	100 0 0	100 0 0					
West Castra Road.	1000	0	0	296 1 5	697 8 11	993 10 4					
Gawler Road.	300	0	0	25 14 10	224 1 7	249 16 5	50 0 0				
East Castra Road, branch from T. M'Donald's Lot towards Gunn's Plains.	500	0	0	50 0 0	444 6 4	494 6 4					
East Castra Road, Extension to Fulton's.	1000	0	0	275 0 2	722 16 6	997 16 8					
Kindred Road.	800	0	0	203 1 4	577 6 10	780 8 2	...	19 0 0			
Hamilton-on-Forth to Wilmot.	500	0	0	9 4 5	490 15 7	500 0 0					
Wilmot Road.	500	0	0	28 1 5	335 18 0	363 19 5	36 0 0				

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	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Barrington Road to Don Tramway.	800 0 0	2 3 6	0 16 10	3 0 4	796 0 0	...	Contract in progress.
Tarleton Road to junction of Barrington and Nook Roads.	1000 0 0	15 15 0	931 9 0	947 4 0	20 0 0	30 0 0	
Railton and Sheffield Road, near Butt's Store, southwards towards Paradise.	400 0 0	36 2 6	304 16 3	340 18 9	59 0 0		
Junction of Railton and Sunnyside Roads to Sunnyside Settlement.	500 0 0	107 16 2	385 6 7	493 2 9	6 0 0		
Public School, Railton, to Railway Station at Railton.	500 0 0	35 3 7	438 13 10	473 17 5	16 0 0	10 0 0	
Frogmore Estate at Sherwood to Railton Railway Station.	500 0 0	3 3 6	445 12 6	448 16 0	35 0 0	15 0 0	
Northdown to Torquay.	400 0 0	4 2 6	345 2 6	349 5 0	50 0 0		
Moriarty Road.	500 0 0	1 3 6	436 15 3	437 18 9	40 0 0	20 0 0	
Latrobe and Green's Creek direct road.	650 0 0	4 13 8	595 6 4	600 0 0	25 0 0	25 0 0	
Elizabeth Town to Railway Station at White- foord Hills.	500 0 0	2 15 2	400 17 9	403 12 11	12 0 0	85 0 0	
Dunorlan Road.	300 0 0	0 16 7	105 17 6	106 14 1	150 0 0	43 0 0	
Quamby Bluff Road from School-house southwards.	100 0 0	52 12 4	41 3 0	93 15 4			
Deloraine and Westbury, <i>via</i> Paddy's Scrub and Cluan.	700 0 0	5 13 6	300 6 7	306 0 1	390 0 0		
Frankford Road.	1000 0 0	8 19 0	828 18 7	837 17 7	162 0 0	...	Contract in progress.
Glengarry to Winkleigh.	300 0 0	11 6 8	194 9 8	205 16 4	75 0 0	20 0 0	Ditto.
Winkleigh or Silver Mine to Beaconsfield <i>via</i> Flowery Gully.	800 0 0	...	239 2 9	239 2 9	180 0 0	380 0 0	Ditto.
Glengarry to Bridgenorth.	500 0 0	15 2 7	223 2 7	238 5 2	260 0 0	...	Ditto.
Rosevale to Westwood.	300 0 0	1 0 0	190 5 9	191 5 9	108 0 0	...	Ditto.
Launceston to Beaconsfield.	1000 0 0	5 0 0	281 7 7	286 7 7	514 0 0	200 0 0	Ditto.
Lower Piper Road.	500 0 0	...	302 12 6	302 12 6	197 0 0	...	Ditto.
Turner's Marsh to Alford.	300 0 0	4 7 10	92 12 6	97 0 4	200 0 0	...	Ditto.
Finger Post to Turner's Marsh.	300 0 0	3 2 10	296 17 2	300 0 0			
Piper's River Road.	1000 0 0	23 4 7	36 1 5	59 6 0	820 0 0	120 0 0	Contracts on three sections in progress. Works on Con- tract 4 will be arranged for after winter.
Hall's Track from German Town northwards.	250 0 0	7 3 9	167 8 5	174 12 2	75 0 0		
Lisle Road.	500 0 0	...	461 17 1	461 17 1	...	38 0 0	
Braxholm to Moorina.	1000 0 0	295 14 0	524 0 9	819 14 9	180 0 0		
Braxholm <i>via</i> Brothers' Home to Moorina.	1000 0 0	215 2 11	694 18 8	910 1 7	90 0 0		
Moorina to Boobyalla (Ringarooma Port).	500 0 0	...	461 18 4	461 18 4	25 0 0	10 0 0	
Gladstone to Boobyalla (Ringarooma Port).	500 0 0	428 1 6	38 10 0	466 11 6	...	33 0 0	
Upper Ringarooma Junction to Mount Vic- toria.	1000 0 0	63 10 11	784 18 1	848 9 0	60 0 0	90 0 0	

Mathinna to Upper Ringarooma.	500	0	0	...	234	5	10	234	5	10	200	0	0	66	0	0	Contract in progress.
Welborough to Moorina.	300	0	0	...	299	3	6	299	3	6							
Weldborough to Lower Junction.	800	0	0	311 11 8	372	4	7	683	16	3	116	0	0	...			
Goshen to George's Bay.	300	0	0	53 9 7	224	17	0	278	6	7	10	0	0	12	0	0	
St. Mary's to Picaninni Point (direct road to Railway Station.)	150	0	0	...	150	0	0	150	0	0							Ditto.
St. Mary's to Dublin Town <i>via</i> German Town.	200	0	0	6 3 7	1 18 11			8 2 6			110	0	0	...			
Fingal to Mangana.	300	0	0	6 0 0	245	14	1	251	14	1	48	0	0	...			
Fingal to Mathinna.	500	0	0	7 8 0	323	17	0	331	5	0	125	0	0	40	0	0	
Campbell Town <i>via</i> Green Hills to Windfalls.	1000	0	0	186 1 2	813	18	10	1000	0	0							Ditto.
Dunally (East Bay Neck) to Saltwater River.	800	0	0	7 0 2	759	7	8	766	7	10	33	0	0				
End of Main Road Sorell to Carlton to Lower Carlton and Dunally.	600	0	0	10 7 0	494	6	7	504	13	7	95	0	0	...			
Coppington to Bream Creek.	400	0	0	...	331	10	6	331	10	6	68	0	0	...			
Orielton to Sorell.	600	0	0	8 7 0	468	0	1	476	7	1	24	0	0	100	0	0	Ditto.
Approach, Oatlands Railway Station.	100	0	0	...	100	0	0	100	0	0							
Tunnack to Selections near Mount Hobbs.	300	0	0	4 10 6	295	9	6	300	0	0							
Upper Broad Marsh Road <i>via</i> Cockatoo Valley to Main Hamilton Road.	300	0	0	195 18 9	104	1	3	300	0	0							
Back River Bridge to Black Hills.	500	0	0	...	3 16 0			3 16 0			...			495	0	0	Works not yet arranged for.
Upper Russell's Falls Bridge to Selections and Crown Lands in Russell's Falls Valley.	300	0	0	0 6 0	167	0	2	167	6	2	112	0	0	20	0	0	
New School-house, Fentonbury, to Selections westward.	200	0	0	...	3 10 3			3 10 3			170	0	0	25	0	0	Ditto.
Glenora to Ellendale.	502	0	0	...	254	15	0	254	15	0	100	0	0	145	0	0	
School-house, Ellendale, to Crown Lands Jones' River and Dry Poles.	200	0	0	...	37 10 3			37 10 3			100	0	0	60	0	0	No expenditure yet incurred.
Native Tier Road, Uxbridge.	400	0	0	1 10 0	390	17	6	392	7	6	...			400	0	0	
Lachlan Village to Selections on Tier.	400	0	0	...	...			...			...			...
Lower Sorell Creek, near the Hermitage, to Selections at Collins' Cap.	150	0	0	...	3 7 3			3 7 3			146	0	0	...			
Sorell Creek, from Doran's Gate through Selections, Collins' Cap.	250	0	0	...	82 7 0			82 7 0			147	0	0	20	0	0	Contract in progress.
Upper Sorell Creek Bridge, Bismarck, to Collins' Cap.	150	0	0	...	125 12 0			125 12 0			24	0	0	...			
From Mackie's Rivulet to Selections on Mount Faulkner.	200	0	0	1 15 8	133	15	8	135	11	4	64	0	0	...			Ditto.
Cascade Road and approach to Cascade Establishment, Hobart.	350	0	0	200 0 0	143	12	9	343	12	9							
Ridgeway Road (City Waterworks to Ridgeway).	200	0	0	...	94 8 5			94 8 5			105	0	0	...			Ditto.
Summerleas to Fern Tree, Huon Road.	200	0	0	...	194	19	0	194	19	0	...						
Sandfly Road (North).	250	0	0	13 2 0	135	18	4	149	0	4	15	0	0	85	0	0	Contracts in progress.
Margate to Longley, Huon Road.	500	0	0	...	9 9 0			9 9 0			121	0	0	270	0	0	
Great Oyster Cove to Crown Lands and Selections on the top of Tier.	300	0	0	...	120	14	0	120	14	0	110	0	0	70	0	0	Contract just let.
																	Contract in progress.

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	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Peppermint Bay towards Gardner's Bay.	300 0 0	...	85 9 4	85 9 4	20 0 0	195 0 0	Ditto.
Agnes Rivulet Road to Harrison's Hill.	200 0 0	...	180 6 5	180 6 5	12 0 0	...	Ditto.
Main Road Port Cygnet to Harrison's Jetty.	200 0 0	5 5 7	5 4 4	10 9 11	190 0 0	...	Ditto.
Upper Huon Road to Mountain River Settlements.	300 0 0	6 5 4	209 16 11	216 2 3	30 0 0	53 0 0	Ditto.
Chitty's Road.	200 0 0	...	57 19 9	57 19 9	120 0 0	22 0 0	Ditto.
Castle Forbes Bay to Settlements.	300 0 0	1 17 2	18 9 11	20 7 1	...	280 0 0	Contract not yet entered into.
Scott's Rivulet Road into Crown land.	300 0 0	29 15 0	209 13 0	239 8 0	40 0 0	20 0 0	Contract in progress.
M'Mahon's Road, Honeywood.	150 0 0	3 2 9	105 18 4	109 1 1	40 0 0	...	Ditto.
Geeves Town to Flight's Bay.	500 0 0	44 15 7	413 17 0	458 12 7	10 0 0	30 0 0	Contract completed.
Surges Bay to Esperance.	1000 0 0	94 0 11	616 10 9	710 11 8	290 0 0	...	Contract in progress.
Esperance to Southport.	500 0 0	6 13 0	291 13 10	298 6 10	180 0 0	20 0 0	Ditto.
Hastings to Recherche.	300 0 0	3 10 0	17 13 6	21 3 6	190 0 0	85 0 0	Ditto.
Approach to School, Gould's Country.	50 0 0	5 5 2	44 14 10	50 0 0			
George's Bay to Settlements, George's River, including small Bridge.	300 0 0	2 9 0	297 11 0	300 0 0			
From Main Road to Scamander Settlements.	150 0 0	4 11 2	145 8 10	150 0 0			
Swansea to Bichenor.	300 0 0	167 6 8	132 13 4	300 0 0			
Nile Road to Irish Town.	200 0 0	7 0 5	192 7 2	199 7 7			
From Ivory's Bight, <i>via</i> King's Lane, to Scottsdale Road.	250 0 0	1 15 0	3 16 0	5 11 0	150 0 0	100 0 0	Contract not yet entered into. Liability quoted is for purchase of land. Tenders will shortly be invited for clearing line of road.
To Settlements, Brumby's and Garcia's Creeks.	150 0 0	...	12 17 2	12 17 2	137 0 0	...	Contract in progress.
Rokeby to Richmond Road near Cambridge.	300 0 0	...	...	...	...	300 0 0	Work not yet arranged for.
Dee Road to Crown lands.	500 0 0	48 1 2	369 7 0	417 8 2	70 0 0	...	Contract in progress.
Marlborough Road.	500 0 0	17 0 8	48 1 6	65 2 2	434 0 0	...	Ditto.
Oyster Cove to Three Hut Point.	400 0 0	...	223 15 8	223 15 8	67 0 0	100 0 0	Ditto.
From termination of Lymington Road, Port Cygnet, to Settlements.	350 0 0	...	96 9 1	96 9 1	150 0 0	100 0 0	Ditto.
Wattle Grove to Port Cygnet.	500 0 0	3 4 7	368 17 5	372 2 0	25 0 0	100 0 0	Ditto.
Upper Huon Road, from Linnell's to Upper Huon Settlements.	500 0 0	46 7 4	144 9 5	190 16 9	250 0 0	160 0 0	Ditto.
Direct Road from Main Road to Deloraine to Green's Creek.	400 0 0	5 3 2	385 9 3	390 12 5			
From Main Road Deloraine to Latrobe to Fossil Bank.	100 0 0	2 10 3	97 9 9	100 0 0			
Whitefoord Hills Road to Railway Station.	250 0 0	0 14 0	8 17 5	9 11 5	210 0 0	30 0 0	Tenders now invited.
From Whitefoord Hills Station through Whitefoord Hills to the new bridge at the White Rock on Mersey, near Kimberley's Ford.	800 0 0	0 7 0	30 0 7	30 7 7	...	770 0 0	Contract not yet entered into.

Dunorlan Road from Dynan's Bridge to Dunorlan Railway Station.	800	0	0	1	7	0	149	17	8	151	4	8	648	0	0	...	Contract in progress.	
Taranna to Carnarvon.	500	0	0	98	5	0	401	15	0	500	0	0						
Bridge, Jordan River, Brighton Railway Station.	100	0	0	73	2	9	1	16	6	74	19	3	...	20	0	0		
Additions to Railway Bridges over River Derwent to adapt same for road traffic.	3000	0	0	...			...			..			...	3000	0	0	No liabilities yet incurred.
Coal River Bridge, on Road Tunnack to Jericho, <i>via</i> Wattle Hill.	100	0	0	32	7	10	13	3	6	45	11	4	54	0	0	...	Contract in progress.	
Bridges, Little Piper Rivulet and Piper's Brook.	600	0	0	2	13	4	597	6	8	600	0	0						
Bridge, Piper's River (Underwood).	350	0	0	6	11	11	343	8	1	350	0	0						
Bridge, George's River, St. Helen's, (Approaches).	200	0	0	...			...			...			...	200	0	0	No expenditure yet incurred.
Bridge, George's River, near Clifford's Farm, St. Helen's.	300	0	0	1	2	0	280	0	4	281	2	4	18	0	0			
Bell's Bridge at Gladstone (additions to).	100	0	0	38	3	0	61	17	0	100	0	0						
Completion of Bridges over Ringarooma River at South Mount Cameron, Moorina, Bradshaw's Creek, and Brothers' Home.	150	0	0	13	1	0	50	6	4	63	7	4	...	86	0	0		
Bridge, River Shannon, on Great Lake Road.	400	0	0	2	12	4	3	1	10	5	14	2	394	0	0	...	Contract in progress.	
Bridge, Macquarie River, at Lincoln.	700	0	0	3	12	3	186	1	10	189	14	1	510	0	0	...	Contract in progress. (See also 50 Vict. No. 22.)	
Repairs to Bridges—Meander, at Cheshunt; Mersey, at Dynan's Ford; Mersey, at Gad's Hill; Cataract Bridge, South Esk	500	0	0	6	17	0	436	14	8	443	11	8	...	55	0	0		
Bridge, Brown's River, on Proctor's Road to Summerleas.	200	0	0	...			141	1	6	141	1	6	18	0	0	40	0	0
Bridge, Mole Creek, (including approaches), on Road running southwards to Settlements.	300	0	0	...			273	11	7	273	11	7	17	0	0	10	0	0
<i>Public Works Construction Act, 1885, 49 Vict. No. 44.</i>																		
Jetty, Southport.	400	0	0	1	15	0	27	15	10	29	10	10	370	0	0	...	Contract in progress.	
Jetty, Glazier's Bay.	300	0	0	1	6	7	175	19	10	177	6	5	90	0	0	30	0	0
Jetty, Great Oyster Cove.	250	0	0	...			249	14	2	249	14	2					Ditto.	
Jetty, Bruni Island, (additions to).	100	0	0	...			82	6	10	82	6	10	...	17	0	0		
Jetty, Taranna, Norfolk Bay, (additions to).	50	0	0	...			...			...			...	50	0	0	No expenditure yet incurred.
Completion of Premaydena and Cascades Jetties.	100	0	0	...			100	0	0	100	0	0						
Jetty, Dunalley, (completion of).	100	0	0	30	0	7	69	19	5	100	0	0						
Saltwater River, (extension and completion of Jetty and approaches).	250	0	0	1	15	0	154	1	2	155	16	2	94	0	0	...	Contract in progress.	
Boat Jetty at Seymour, East Coast.	300	0	0	3	3	11	285	0	6	288	4	5	...	11	0	0		
Boat Jetty at Dodge's Ferry, Carlton.	250	0	0	...			235	0	8	235	0	8	...	14	0	0		
Additions Breakwater, Table Cape.	1003	10	0	884	0	10	119	9	2	1003	10	0			Works carried out under W. Reid Bell, Esq., C.E.	

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	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Additions Forth Breakwater.	600 0 0	...	305 5 0	305 5 0	294 0 0	...	Contract in progress.
Additions Penguin Breakwater.	1000 0 0	...	1000 0 0	1000 0 0			
Tracks generally for facilitating Mineral Explorations and affording access to Crown Lands.	3000 0 0	...	1737 0 10	1737 0 10	1262 0 0	...	Works in progress will absorb balance of vote.
Track from Long Bay, Macquarie Harbour, to Lynch's Creek.	1500 0 0	826 18 4	673 1 8	1500 0 0			
From Lynch's Creek Track to Linda Gold-fields and vicinity.	500 0 0	32 3 1	467 16 11	500 0 0			
From Marlborough, <i>via</i> Collingwood Valley, to Linda Gold-fields.	2000 0 0	1174 6 9	825 13 3	2000 0 0			
To Silver-Lead deposit at Mount Zeehan.	200 0 0	...	...	...	...	200 0 0	No expenditure yet incurred.
To Rocky Creek Gold-fields and other Tracks in vicinity of the Castray and Savage Rivers.	400 0 0	...	...	...	...	400 0 0	Ditto.
Exploring and mapping country lying north of the Huon between Mounts Anne and Styx, at the head of the Florentine River.	400 0 0	184 10 0	4 12 0	189 2 0	...	210 0 0	
Telegraph line, including submarine cable to Swan Island Lighthouse.	2500 0 0	1519 3 0	426 2 7	1945 5 7	...	554 0 0	
Improvements to Streets and for sanitary purposes, Waratah.	1000 0 0	...	750 0 0	750 0 0	250 0 0		
Improvements Town of Beaconsfield, including access to Public School, Police Office, and Watchhouse.	1002 10 0	15 11 1	952 9 4	968 0 5	10 0 0	20 0 0	
Improvements in Domain, Hobart.	1500 0 0	979 4 7	520 15 5	1500 0 0	...		
For extension and improvement of Esplanade, Maryville Beach, Sandy Bay, and erection of Foot-bridge across Sandy Bay Rivulet.	500 0 0	...	216 14 2	216 14 2	280 0 0		
Purchase of frontage on Tamar, Launceston, Mr. W. Hart's property.	5500 0 0	...	5500 0 0	5500 0 0	...		
Eddystone Lighthouse (part cost.)	9000 0 0	...	3260 19 3	3260 19 3	5740 0 0	...	Paid to Consolidated Marine Board on account of erection of Lighthouse now in progress.
Table Cape Lighthouse.	7000 0 0	...	1238 14 1	1238 14 1	3500 0 0	2260 0 0	Ditto.
Cape Pillar Lighthouse.	5000 0 0	...	147 14 2	147 14 2	...	4850 0 0	Work will be arranged for by Consolidated Marine Board.
Dredging Bar at Franklin, Huon River.	600 0 0	548 16 9	51 3 3	600 0 0	...	...	See Vote 50 Vict. No. 23.
Dredging Latrobe Creek, from Ballast Ground to wharf.	500 0 0	...	241 4 0	241 4 0	239 0 0	19 0 0	
Crane for Beauty Point Jetty, Beaconsfield.	400 0 0	...	...	...	...	400 0 0	No expenditure yet incurred.

Steam Crane and Plant for construction of Emu Bay Jetty.	4000	0	0	1026	3	7	2973	16	5	4000	0	0	...	...	A 25-ton Steam Crane has been supplied and erected.		
Purchase of two Traction-engines for the use of Stone-crushers.	1700	0	0	...	...	...	...	...	...	...	...	...	1700	0	0	No expenditure yet incurred.	
<i>Defence Works Execution Act, 1885.*</i> 49 Vict. No. 45.																			
Completion of Alexandra and Kangaroo Bluff Batteries.	6100	0	0	5855	13	10	70	3	0	5925	16	10*	...	170	0	0			
Construction of Tamar Battery and purchase of land.	1000	0	0	86	11	11	18	7	4	104	19	3*	...	910	0	0	Work not yet arranged for.		
Armament for Batteries and Field Defence, &c.	18,680	0	0	...	...	...	7198	11	7	7198	11	7*	...	...	...	...
Torpedoes, Electric Light, Submarine Mines, and Stores.	4500	0	0	...	...	...	137	16	6	4012	4	6*	...	...	...	...
Shed for Whitehead Torpedoes, Jetty, Tramways, &c.	600	0	0	...	...	...	425	15	4	425	15	4	20	0	0	...	
Purchase and completion of Rifle Ranges, including Targets.	3700	0	0	482	9	7	883	19	1	2400	0	0	810	0	0	The further liability given is for purchase of land.
Floating Magazine.	600	0	0	394	6	8	81	4	2	475	10	10	
<i>Public Works Erection Act, 1885.</i> 49 Vict. No. 46.																			
Additional Buildings and Improvements and purchase of Land, Hospital, Hobart.	5306	10	0	2744	17	3	2561	12	9	5306	10	0	1100	0	0	...	Additional provision required to the extent of £1100.		
Alterations and Additions to Buildings, New Town Charitable Institution.	200	0	0	...	...	...	133	17	2	133	17	2	...	66	0	0	...
Re-erection of Cottage, Government House.	350	0	0	290	15	6	17	5	4	308	0	10	...	41	0	0	...		
Additions to Museum and to provide Art Gallery, Hobart.	3000	0	0	317	10	0	317	10	0	2475	0	0	200	0	0	Contract in progress.
Additions and Alterations, Gaol, Launceston.	500	0	0	217	1	10	39	18	9	257	0	7	...	240	0	0	...		
Additional Buildings and Improvements, Hospital, Launceston.	5038	11	1	...	...	...	3993	5	11	3993	5	11	1040	0	0	...	Works in progress. See Report of Government Architect.
Police Buildings generally.	2000	0	0	729	7	0	721	6	9	1450	13	9	550	0	0	...	See 50 Vict. No. 25.		
Completion Police Buildings, Jerusalem.	300	0	0	...	...	...	...	...	...	...	...	...	...	300	0	0	No expenditure yet incurred.
Hospital for Insane, New Norfolk.	12,000	0	0	564	11	3	1819	1	6	2383	12	9	9615	0	0	...	Erection of Idiots' Asylum in progress. Tenders invited for new wing, which will absorb balance of Vote.		
Post and Telegraph Offices generally, including purchase of land.	6000	0	0	396	0	0	2668	9	7	3064	9	7	500	0	0	2435	0	0	Contracts in progress at Oatlands and St. Mary's.—See also 50 Vict. No. 25.
Completion of Post and Telegraph Office, Launceston.	6000	0	0	...	...	...	...	...	...	...	...	...	6000	0	0	...	Vote will be expended in meeting cost of contract for new Post and Telegraph Office referred to on page 10.

* Expenditure of Votes under this Act not under control of Public Works Department. Information obtained from Treasury as to amounts expended. Further liabilities not known in all cases in Public Works Office.

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	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Court House, Gordon.	350 0 0	...	105 12 3	105 12 3	120 0 0	125 0 0	Contract in progress.
<i>Main Roads and Bridges Construction Act, 1885, 49 Vict. No. 47.</i>							
Sisters Creek to Wynyard (Table Cape).	350 0 0	118 0 2	231 19 10	350 0 0			
Wynyard (Table Cape) to Cooe Creek.	600 0 0	14 8 6	117 12 7	132 1 1	467 0 0	...	Contract in progress.
River Blythe to the Leven.	300 0 0	64 1 5	152 6 0	216 7 5	83 0 0	...	Ditto.
Main Road, Latrobe.	500 0 0	267 2 9	210 7 9	477 10 6	...	20 0 0	
Deloraine to Chudleigh.	500 0 0	55 0 9	10 15 7	65 16 4	...	434 0 0	Expenditure will be arranged for early in spring.
Don to Formby.	1000 0 0	77 19 6	917 0 11	995 0 5	...	...	Works carried out by day labor.
Milwood's to Myrtle Bank (Scottsdale Road).	1000 0 0	189 1 9	677 4 6	866 6 3	...	130 0 0	
Sideling to the River Brid.	1500 0 0	51 4 11	1271 2 1	1322 7 0	35 0 0	140 0 0	Contract in progress.
River Brid to Scottsdale.	1000 0 0	5 10 9	646 4 2	651 14 11	348 0 0	...	Ditto.
Scottsdale to Upper Ringarooma.	1200 0 0	269 18 6	649 0 8	918 19 2	20 0 0	260 0 0	
Scottsdale to Bridport.	800 0 0	...	680 13 8	680 13 8	...	120 0 0	
Branxholm Lane.	300 0 0	102 18 0	197 2 0	300 0 0			
Richmond to Buckland and Orford	600 0 0	3 10 0	503 2 11	506 12 11	60 0 0	30 0 0	Contract in progress.
Richmond Road at Cambridge to Sorell (inclusive of Causeway.)	1500 0 0	276 6 9	923 8 7	1199 15 4	300 0 0	..	Extensive repairs to Causeway carried out by day labour. See 50 Vict. No. 21.
New Norfolk to the Ouse.	500 0 0	2 15 2	189 12 6	192 7 8	307 0 0	..	Contract in progress.
Huon Bridge to Franklin.	300 0 0	1 0 7	209 14 9	210 15 4	90 0 0	..	Ditto.
Sisters Creek to Detention River.	500 0 0	125 3 0	374 17 0	500 0 0			
North West Bay to Oyster Cove	600 0 0	..	133 4 9	133 4 9	266 0 0	200 0 0	Ditto.
Bridgewater Bridge	4000 0 0	..	..	..	..	4000 0 0	This vote, together with vote of £10,000 under 47 Vict. No. 30, page 7, will be expended in meeting cost of new Bridge.
Leven Bridge, Ulverstone	300 0 0	196 8 9	103 11 3	300 0 0	..		
Bridge over River Forth and Approaches.	900 0 0	..	802 4 9	802 4 9	..	97 0 0	
King's Bridge, Longford, and Approaches.	300 0 0	100 4 3	191 0 9	291 5 0	..		
Radford's River Bridge, Little Swanport.	400 0 0	..	400 0 0	400 0 0	..	..	Contract in progress. Part cost against 50 Vict. No. 21.
<i>49 Vict. No. 49.</i>							
Improvements, River Tamar.	5000 0 0	..	4533 17 10	4533 17 10	466 0 0	..	Amount paid to Launceston Marine Board on account of works done.
Removal of Porpoise and Whirlpool Rocks.	2000 0 0	..	106 13 5	106 13 5	..	1890 0 0	Ditto.

49 Vict. No. 50.									
Construction and Improvement of outlying Streets, Hobart.	3750 0 0	..	..	..	..	3750 0 0	No expenditure yet incurred.
Construction and Improvement of outlying Streets, Launceston.	2500 0 0	..	2500 0 0	2500 0 0	..	..	Paid to Launceston Municipal Council for works done.
<i>Main Roads and Bridges Construction Act, 1886, 50 Vict. No. 21.</i>									
Circular Head to Detention—Approach to Township of Stanley.	800 0 0	...	...	...	...	800 0 0	No liability yet incurred.
Black River to Detention.	570 0 0	...	5 8 2	5 8 2	370 0 0	190 0 0	Contract let; but contractor failed to proceed with works, which will be re-advertised.		
Detention River to Sisters' Creek.	1200 0 0	...	86 10 6	86 10 6	900 0 0	290 0 0	Contract in progress.		
Sisters' Creek to Wynyard.	450 0 0	...	90 3 1	90 3 1	20 0 0	340 0 0	Ditto.		
Wynyard to Cooee Creek.	300 0 0	...	22 13 8	22 13 8	200 0 0	75 0 0	Ditto.		
Deloraine to Chudleigh.	400 0 0	...	...	...	400 0 0	...	Ditto.
Launceston to Lisle Junction.	1000 0 0	...	1 17 0	1 17 0	...	1000 0 0	Work not yet arranged for.		
Scottsdale to Upper Ringarooma.	1200 0 0	...	2 9 6	2 9 6	1200 0 0	...	Contracts in progress.		
Braxholm Lane.	150 0 0	...	60 7 0	60 7 0	70 0 0	20 0 0	Ditto.		
Richmond to Runnymede.	500 0 0	...	37 9 6	37 9 6	400 0 0	60 0 0	Ditto.		
Runnymede to Little Swanport.	800 0 0	...	98 5 3	98 5 3	470 0 0	230 0 0	Ditto.		
Sorell to Carlton and Finger-post.	400 0 0	...	143 13 0	143 13 0	256 0 0	...	Ditto.		
Huon Road.	700 0 0	...	598 15 9	598 15 9	...	100 0 0	Expended in making good damage caused by floods.		
Huon Bridge to Franklin.	500 0 0	...	0 6 0	0 6 0	320 0 0	180 0 0	Contract in progress.		
Sorell Causeway—renewals and repairs to Flood Openings.	1500 0 0	...	1 16 10	1 16 10	1500 0 0	...	Works being carried out by contract and day labour.		
<i>Bridges on Main Roads.</i>									
Bridge over Penguin Creek.	500 0 0	...	3 0 9	3 0 9	420 0 0	75 0 0	Contract in progress.		
Approach to King's Bridge, Longford.	100 0 0	...	2 0 6	2 0 6	98 0 0	...	Ditto.		
Woodstock Bridge, Spring Bay.	700 0 0	...	3 2 6	3 2 6	696 0 0	...	Ditto.		
Radford's River Bridge.	600 0 0	...	259 12 6	259 12 6	340 0 0	...	Ditto.		
Kingston to Oyster Cove.	500 0 0	...	...	...	150 0 0	350 0 0	Ditto.
<i>Branch Roads and Bridges Construction Act, 1886, 50 Vict. No. 22.</i>									
Montagu Jetty to Settlement.	300 0 0	...	3 10 6	3 10 6	270 0 0	25 0 0	Contract in progress.		
South Road, Montagu.	200 0 0	...	4 7 2	4 7 2	170 0 0	25 0 0	Ditto.		
Montagu to Duck River (Smithton), including work at Brien's Hill.	650 0 0	...	...	...	610 0 0	40 0 0	Ditto.
Flowerdale Road.	800 0 0	...	44 2 2	44 2 2	720 0 0	35 0 0	Ditto.		
Wynyard to Waratah (Hellyer Gorge).	5000 0 0	...	863 7 1	863 7 1	4136 0 0	...	Ditto.		
Cam Road, west side, southwards.	500 0 0	...	114 0 0	114 0 0	385 0 0	...	Ditto.		
Cam Road, east side, southwards.	300 0 0	...	0 9 4	0 9 4	...	300 0 0	Works not yet arranged for.		
Moreville Road.	250 0 0	...	101 19 8	101 19 8	148 0 0	...	Contract in progress.		
Stowport Road.	350 0 0	...	...	...	350 0 0	...	Ditto.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Further Liabilities.	Balance available for further Expenditure.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Pine Road.	600 0 0	...	8 0 10	8 0 10	590 0 0	...	Contract let. Work will be proceeded with as soon as season will permit.
Leven to West Castra.	400 0 0	...	63 1 11	63 1 11	327 0 0	...	Contract in progress.
Kindred Road.	300 0 0	...	90 7 0	90 7 0	180 0 0	30 0 0	Ditto.
South Road, Leven.	500 0 0	...	54 9 7	54 9 7	425 0 0	20 0 0	Ditto.
Hamilton-on-Forth to Wilmot.	500 0 0	...	214 4 7	214 4 7	155 0 0	130 0 0	Ditto.
Hamilton Hill to Barrington.	500 0 0	...	22 17 1	22 17 1	360 0 0	115 0 0	Ditto.
Torquay to Burgess.	400 0 0	...	70 6 2	70 6 2	330 0 0	...	Ditto.
Fossil Bank Road at Fossil Bank end.	250 0 0	...	81 10 3	81 10 3	168 0 0	...	Ditto.
Latrobe to Railton and Sheffield.	600 0 0	...	138 3 2	138 3 2	460 0 0	...	Ditto.
Sheffield to Promised Land.	300 0 0	...	1 8 7	1 8 7	300 0 0	...	Ditto.
M'Nab's Gate to Promised Land.	300 0 0	...	...	...	...	300 0 0	No expenditure yet incurred.
Tarleton to Barrington.	350 0 0	...	84 5 6	84 5 6	265 0 0	...	Works being carried out by day labour.
Melrose Creek to Tarleton Railway Station.	700 0 0	...	50 18 7	50 18 7	...	650 0 0	Work not yet arranged for.
Chudleigh to Gad's Hill Bridge.	400 0 0	...	...	...	...	400 0 0	Ditto.
Quamby Brook Road.	300 0 0	...	3 7 10	3 7 10	300 0 0	...	Contract lately entered into.
Winkleigh Road, from Silver Mines to Kelly's Look-out.	250 0 0	...	5 12 2	5 12 2	245 0 0	...	Contract in progress.
Beaconsfield to York Town.	150 0 0	...	1 13 0	1 13 0	148 0 0	...	Ditto.
Eccleston and Bridgenorth Road to Cormiston.	800 0 0	...	11 7 2	11 7 2	450 0 0	338 0 0	Contract for road works not yet entered into. Liability is for fencing and compensation.
Road, Westbury to White Top, <i>via</i> Early Rises.	500 0 0	...	5 17 0	5 17 0	...	495 0 0	Works not yet arranged for.
Frankford, from West Tamar to Green's Creek, Port Sorell.	400 0 0	...	...	...	380 0 0	20 0 0	Contract in progress.
Beaconsfield to Frankford, <i>via</i> Kelly's Look-out.	600 0 0	...	7 9 0	7 9 0	590 0 0	...	Ditto.
Turner's Marsh to German Town.	400 0 0	...	4 11 2	4 11 2	395 0 0	...	Ditto.
Turner's Marsh to Alford.	300 0 0	...	3 19 0	3 19 0	280 0 0	...	Ditto.
Finger-post to Turner's Marsh.	250 0 0	...	6 4 2	6 4 2	210 0 0	30 0 0	Ditto.
Upper Piper's River Road.	600 0 0	...	16 3 7	16 3 7	...	580 0 0	Works not yet arranged for.
Finger-post to Turner's Marsh Road.	300 0 0	...	145 0 0	145 0 0	...	155 0 0	Vote being expended by Turner's Marsh Road Trust
Piper's River Road.	300 0 0	...	5 6 0	5 6 0	...	294 0 0	Expenditure will be arranged for after winter.
Upper Ringarooma to Mount Maurice.	800 0 0	...	7 7 2	7 7 2	650 0 0	140 0 0	Contract in progress.
Branhholm to Brothers' Home and Moorina.	1000 0 0	...	112 13 0	112 13 0	887 0 0	...	Ditto.
Moorina to Gladstone, <i>via</i> South Mount Cameron.	300 0 0	...	5 5 1	5 5 1	220 0 0	75 0 0	Ditto.

Ringarooma Port to Gladstone.	200	0	0	...	4	4	0	4	4	0	180	0	0	15	0	0	Contract in progress.
Road from Main Road, Scottsdale, towards Ten-mile Track (Edwards' Road.)	400	0	0	...	75	2	3	75	2	3	325	0	0	...			Ditto.
Sledge Road connecting Springfield and Main Road.	400	0	0	...	26	10	3	26	10	3	300	0	0	70	0	0	Ditto.
Springfield to Bridport Road.	400	0	0	...	103	13	1	103	13	1	240	0	0	50	0	0	Ditto.
Weldborough to Moorina.	500	0	0	...	...			...			...			500	0	0	No liability yet incurred.
Gould's Country Road to George's River at Clifford's Farm.	250	0	0	...	4	4	3	4	4	3	120	0	0	125	0	0	Contract in progress.
St. Mary's to Picaninni Point.	700	0	0	...	143	1	4	143	1	4	460	0	0	100	0	0	Ditto.
Swansea to Campbell Town.	800	0	0	...	139	7	1	139	7	1	660	0	0	...			Work in progress by day- labour.
Orielton Road to Sorell.	500	0	0	...	2	15	3	2	15	3	120	0	0	375	0	0	Contract in progress. Tenders for further works will shortly be invited.
Finger-post, Carlton, to Telegraph Office, Coppington.	300	0	0	...	91	0	0	91	0	0	120	0	0	88	0	0	Ditto.
Telegraph Office, Coppington to Dunally.	300	0	0	...	5	3	0	5	3	0	175	0	0	120	0	0	Contract in progress.
Taranna to Carnarvon.	700	0	0	...	237	19	0	237	19	0	460	0	0	...			Ditto.
Taranna to Saltwater River.	300	0	0	...	203	0	3	203	0	3	97	0	0	...			Works being carried out by day labour.
Woodstock to Sandfly Settlements.	150	0	0	...	...			...			...			150	0	0	No liability yet incurred.
Agnes Rivulet Road.	300	0	0	...	0	14	0	0	14	0	260	0	0	40	0	0	Contract in progress.
Port Cygnet to Wattle Grove.	200	0	0	...	1	1	0	1	1	0	160	0	0	40	0	0	Ditto.
Gardner's Bay to Nicholls' Rivulet Settle- ments.	600	0	0	...	6	3	6	6	3	6	474	0	0	120	0	0	Ditto.
Port Cygnet to Gardner's Bay.	400	0	0	...	4	1	0	4	1	0	360	0	0	35	0	0	Ditto.
Glazier's Bay to Cradoc Road.	400	0	0	...	...			...			...			400	0	0	No expenditure yet arranged for.
Little Oyster Cove to Port Cygnet, through Crown Lands and Nicholls' Rivulet.	250	0	0	...	6	14	0	6	14	0	243	0	0	...			Contract in progress.
Kingston to Leslie.	400	0	0	...	2	15	3	2	15	3	300	0	0	100	0	0	Contract in progress.
Upper Huon to Mountain River Settlements.	200	0	0	...	...			...			140	0	0	...			Ditto.
Margotty's Gully Road, near Public School, Port Cygnet.	200	0	0	...	6	11	5	6	11	5	176	0	0	17	0	0	Ditto.
Victoria to Mountain River Settlements.	400	0	0	...	7	11	0	7	11	0	...			390	0	0	Works not yet arranged for.
Oates' Tramway, Huon Road, to Mountain River Settlements.	200	0	0	...	1	17	0	1	17	0	170	0	0	25	0	0	Contract in progress.
Geeves Town to Surges Bay.	400	0	0	...	2	6	7	2	6	7	340	0	0	55	0	0	Ditto.
Surges Bay to Esperance.	500	0	0	...	...			...			...			500	0	0	Works not yet arranged for.
Faulkner's Rivulet, Sorell Creek, to Selec- tions top of Tier.	150	0	0	...	...			...			...			150	0	0	Ditto.
Southport to Lady's Bay.	300	0	0	...	1	15	0	1	15	0	...			298	0	0	Tenders will shortly be invited.
Bismarck to Collins' Cap.	200	0	0	...	43	8	3	43	8	3	120	0	0	35	0	0	Contract in progress.
Bismarck, through Simpson's, at head of Sorell Creek.	150	0	0	...	25	8	3	25	8	3	125	0	0	...			Contract in progress.
From Main Road near Abbotsfield Rivulet to Selections, Mount Faulkner.	300	0	0	...	0	6	0	0	6	0	180	0	0	120	0	0	Contract just entered into.

<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, 1887.</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.	
Dry Creek, New Norfolk.	200 0 0	...	0 15 0	0 15 0	200 0 0	...	Contract just entered into.
Native Tier Road, Uxbridge.	400 0 0	...	...	...	170 0 0	230 0 0	Ditto.
From Main Hamilton Road near Gretna to Arundel Railway Station.	3000 0 0	...	2152 13 8	2152 13 8	847 0 0	...	Contract in progress.
Fenton Forest to Ellendale.	400 0 0	...	...	...	370 0 0	30 0 0	Contract just entered into.
Tea Tree Siding to Richmond.	300 0 0	...	...	...	...	300 0 0	No liability yet incurred. Tenders will shortly be invited.
Native Corners Road, Campania Railway Station.	200 0 0	...	0 5 0	0 5 0	120 0 0	80 0 0	Contract just entered into.
Enfield to Main Road, Campania.	100 0 0	...	0 5 0	0 5 0	70 0 0	30 0 0	Ditto.
Road from new Bridge over Coal River to Selections eastward.	200 0 0	...	1 2 0	1 2 0	160 0 0	40 0 0	Contract in progress.
Rhyndaston to Selections top of Tier.	300 0 0	...	...	...	...	300 0 0	No liability yet incurred.
Long Bay to Lynch's Creek and Mount Lyell.	6000 0 0	...	3430 12 5	3430 12 5	2570 0 0	...	Works being carried out by contract and day labour.
Upper Landing, King River, towards Mounts Darwin and Sorell.	300 0 0	...	15 9 6	15 9 6	284 0 0	...	Contract in progress.
Dee Road, through Selections to Crown Lands.	500 0 0	...	...	...	140 0 0	360 0 0	Ditto.
Marlborough to Linda Gold Field, including Bridges.	2000 0 0	...	2000 0 0	2000 0 0	...	...	Works carried out by day labour.
From Main Road to Risdon Road (approach to New Town Railway Station).	300 0 0	...	271 9 9	271 9 9	28 0 0	...	Ditto.
<i>Bridges, Branch Roads.</i>							
Bridge, River Don, Melrose Creek to Tarleton Station.	300 0 0	...	...	...	300 0 0	...	Contract just entered into.
Bridge, South Esk, Fingal to Mangana.	1100 0 0	...	...	...	1000 0 0	100 0 0	Ditto.
Wyniford River.	200 0 0	...	...	...	...	200 0 0	No liability yet incurred.
Douglas River, on Road to Bicheno.	350 0 0	...	...	...	...	350 0 0	Ditto.
Macquarie, at Lincoln, (completion).	300 0 0	...	...	...	300 0 0	...	To meet cost of contract referred to on page 19.
Bridges over Mountain River.	500 0 0	...	272 17 2	272 17 2	225 0 0	...	Contract in progress.
Jordan Bridge, Road Bridgewater to Richmond.	250 0 0	...	...	...	180 0 0	70 0 0	Ditto.
Bridge over Apsley River.	700 0 0	...	4 15 0	4 15 0	...	695 0 0	Work not yet arranged for.
Completion of Bridges over the River Shannon at Hermitage on Road to Lake Echo and New Country, and between Great Lake and Lagoon.	180 0 0	...	...	...	180 0 0	...	No expenditure yet incurred. To supplement Votes referred to on pages 3 and 19.

*Public Works Construction Act, 1886,
50 Vict. No. 23.*

Jetty at Picaninni Point.	300 0 0	...	...	...	300 0 0	...	Work being carried out by contract and day labour.
Boat Jetty at Bicheno.	150 0 0	...	...	...	150 0 0	...	Work not yet arranged for.
Extension of Carnarvon Jetty.	400 0 0	...	1 18 6	1 18 6	310 0 0	88 0 0	Contract in progress.
Jetty at South Arm, Approach to.	100 0 0	...	...	...	100 0 0	...	Tenders will shortly be invited.
Jetty, Maria Island, (upon condition that all piles, shoes, rings, and other ironwork are supplied by Signor Bernacchi).	800 0 0	...	42 10 0	42 10 0	757 0 0	...	Works being carried out by contract and day labour.
Emu Bay Jetty Extension.	5000 0 0	...	1357 6 8	1357 6 8	3642 0 0	...	Amount quoted has been paid for cement. See 46 Vict. No. 26 for other expenditure and liabilities, page
Penguin Breakwater.	1000 0 0	...	31 6 8	31 6 8	860 0 0	110 0 0	Contract lately entered into for extending Breakwater.
Shipwrights' Point and Oyster Cove Jetties, and Table Cape Breakwater—completion of works under previous Votes.	100 0 0	...	20 16 5	20 16 5	79 0 0	...	Balance will be expended in repairs to Oyster Cove Jetty.
Dredging Huon Bar and Kermandie River.	750 0 0	...	629 14 11	629 14 11	...	120 0 0	Works being carried out by day labour.
Improvements to Lower Road near Cornelian Bay Cemetery.	500 0 0	...	265 19 1	265 19 1	234 0 0	...	Contract has been let, but contractor failed to proceed with works, for which tenders will be again invited.
Bell-street to new Recreation Ground.	300 0 0	...	3 13 3	3 13 3	296 0 0	...	Balance will be expended in meeting part cost of erection of Mersey Bridge at Gad's Hill.
Repairing damage caused by floods, and other urgent Works.	1000 0 0	...	492 8 3	492 8 3	500 0 0	...	No liabilities yet incurred.
Completing Turning Basin, Latrobe Creek.	700 0 0	...	...	...	...	700 0 0	Contract for extension of wharf in progress.
Torquay Wharf Extension and Dredging.	900 0 0	...	9 6 6	9 6 6	440 0 0	450 0 0	Ditto.
Formby Wharf Extension—Shed and Approach Roads.	4500 0 0	...	10 0 0	10 0 0	940 0 0	3550 0 0	No expenditure yet incurred.
Training Wall, west side of Leven to Black Jack.	420 0 0	...	...	...	...	420 0 0	Ditto.
Leading Light, Mersey Heads.	2500 0 0	...	...	...	...	2500 0 0	
Survey for Water Supply to Mines, N.E. District.	600 0 0	...	577 12 11	577 12 11	...	22 0 0	
Completion of Rifle Ranges, Hobart and Launceston.	1300 0 0	...	599 9 5	599 9 5	...	700 0 0	
Purchase of Recreation Ground, West Hobart.	1000 0 0	...	...	...	...	1000 0 0	No expenditure yet incurred.
Tracks generally, and Surveys for Roads.	1500 0 0	...	492 19 6	492 19 6	1000 0 0	...	Various works in progress.
Contingencies—Unforeseen and emergent Works on Roads generally.	500 0 0	...	22 4 6	22 4 6	475 0 0	...	Liabilities incurred will absorb Vote.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Further Liabilities.	Balance available for further Expenditure.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Metalling and gravelling new Drives in Queen's Domain.	500 0 0	...	...	...	...	500 0 0	Arrangements will shortly be made to carry out works by day labour.
Improvement of Garden Crescent Reserve, Hobart, on condition that the Corporation of Hobart expend a similar amount.	500 0 0	...	...	...	...	500 0 0	No liability yet incurred.
Relaying Moorings, Trial Harbour.	175 0 0	...	162 16 9	162 16 9	12 0 0		
<i>Public Works Execution Act, 1886, 50 Vict. No. 24.</i>							
Road, Victoria to Port Cygnet Bridge, and approaches at Burnt Bridge.	600 0 0	...	5 9 6	5 9 6	400 0 0	194 0 0	Contract in progress.
<i>Public Buildings Erection Act, 1886, 50 Vict. No. 25.</i>							
Completion of new Mines, Printing, and Public Works Offices.	1500 0 0	...	...	...	1500 0 0	...	To meet part cost of contract under 47 Vict. No. 32.
Fencing Bonded Stores, Completion.	150 0 0	...	139 2 2	139 2 2	...	10 0 0	
New Police Buildings, and purchase of land for sites.	3500 0 0	...	582 10 0	582 10 0	2915 0 0	...	Liabilities for works in hand authorised to be proceeded with will absorb Vote.
Post and Telegraph Offices generally.	3000 0 0	...	447 17 7	447 17 7	1100 0 0	1450 0 0	For other expenditure and liabilities see pages 14 & 21.
Purchase of site for School and Recreation Ground, Evandale.	300 0 0	...	...	...	...	300 0 0	No expenditure yet incurred.
Completion of Store and alterations Volunteer Buildings, Launceston.	70 0 0	...	70 0 0	70 0 0			
Cottage for Water Bailiff at New Town.	200 0 0	...	180 14 0	180 14 0	...	19 0 0	
Customs Shed, Leven.	250 0 0	...	...	...	...	250 0 0	No expenditure yet incurred.
Purchase of land and other expenses, as authorised by Act 45 Vict. No. 26, for new Invalid Dépôt, Launceston.	1610 0 0	...	1608 5 3	1608 5 3			
<i>50 Vict. No. 26.</i>							
Improvements in the River Tamar at Launceston.	10,000 0 0	...	156 1 5	156 1 5	9840 0 0	...	Works will be carried out to extent of Vote by Launceston Marine Board.
<i>50 Vict. No. 28.</i>							
Improvement of Streets, Hobart.	3750 0 0	...	...	...	...	3750 0 0	{ No expenditure yet incurred. Works will be carried out by Hobart and Launceston Municipal Councils.
Improvement of Streets, Launceston.	2500 0 0	...	...	...	...	2500 0 0	

50 Vict. No. 35.																			
Track from Linda Gold Fields to Trial Harbour.	924	19	10	...	3	15	0	3	15	0	20	0	0	900	0	0	Work not yet arranged for.		
Bridge on Road Lower Piper River to Bridport.	112	9	3	...	...	...	...	...	...	...	...	...	...	112	9	3	Ditto.	
Construction of Jetty and improvement to Harbour, Piper's River.	700	0	0	...	11	11	0	11	11	0	...	...	...	688	0	0	Tenders will shortly be invited.	
Road from Piper River Bridge to Bridport.	300	0	0	...	...	...	...	...	...	...	30	0	0	270	0	0	Tenders for Contract 1 will shortly be invited. Vote will be expended in providing trollies.	
Road from Nineteenth Mile to East Arm, River Tamar.	300	0	0	...	8	12	0	8	12	0	120	0	0	170	0	0			
For completion of Jetties, Kingston and Margate.	25	12	2	...	...	...	...	...	...	...	25	12	2	...	...	...
Waste Lands Act, 1870, 34 Vict. No. 10.																			
County of Devon—																			
Malling and Parkham.	2846	3	9	2561	4	5	2	4	3	2563	8	8	...	280	0	0	Contract in progress.		
Ashwater and Stowport.	5100	0	0	3484	6	6	266	12	5	3750	18	11	560	0	0	790		0	0
Marland.	2650	0	0	921	18	0	295	15	8	1217	13	8	180	0	0	1250	0	0	Ditto.
Winkleigh and Wells.	4050	0	0	3055	13	6	192	16	10	3248	10	4	30	0	0	770	0	0	
Bridgenorth.	1130	0	0	552	19	3	1	6	0	554	5	3	575	0	0	Ditto.
Kentisbury.	2575	10	0	2540	18	5	4	18	8	2545	17	1	29	0	0	...	...	...
Midhurst and Ashgrove.	1327	0	0	1297	2	8	1	0	6	1298	3	2	...	...	...	28	0	0
Barrington.	1309	0	0	1092	3	4	...	...	...	1092	3	4	...	...	...	...	...	...
Abbotsham and Bradworthy.	1825	0	0	906	10	8	66	8	5	972	19	1	...	...	...	850	0	0
North Motton.	2650	0	0	1686	12	10	100	5	2	1786	18	0	...	...	...	860	0	0
Castra.	1000	0	0	565	13	0	24	17	7	590	10	7	130	0	0	280	0	0	
Castra (18th Section "Waste Lands Act.")	3900	0	0	3892	16	10	7	3	2	3900	0	0	...	...	...	...	...	...
Nook.	1943	0	0	1892	14	2	18	16	7	1911	10	9	...	...	...	30	0	0
Selbourne.	300	0	0	138	17	7	3	1	7	141	19	2	110	0	0	58	0	0	Contract in progress.
Staverton.	1000	0	0	36	18	8	919	2	10	956	1	6	40	0	0	Works carried out by day labour.
Wilmot.	1000	0	0	569	5	6	69	5	8	638	11	2	390	0	0	Contract in progress.
Harford and Templeton.	650	0	0	525	6	1	...	...	...	525	6	1	...	...	...	124	0	0
Roland.	1900	0	0	1404	12	2	...	...	...	1404	12	2	...	...	...	495	0	0
Counties of Westmoreland and Devon—																			
Vicinity of Chudleigh.	2600	0	0	2330	14	7	186	15	9	2517	10	4	...	...	...	80	0	0
County of Westmoreland—																			
Brumby's Creek.	600	0	0	510	8	10	8	2	6	518	11	4	...	...	...	80	0	0
Dalebrook.	800	0	0	709	5	6	...	...	...	709	5	6	...	...	...	90	0	0
Archer.	3000	0	0	884	15	2	110	5	2	995	0	4	175	0	0	1830	0	0	
Adelphi.	250	0	0	35	2	1	154	5	3	189	7	4	140	0	0	...	...	...
Quamby's Bluff, near Deloraine.	1850	0	0	1645	15	2	164	10	4	1810	5	6	80	0	0	Contract in progress.
County of Lincoln—																			
Horncastle.	1000	0	0	24	14	8	...	...	...	24	14	8	...	...	...	975	0	0
County of Wellington—																			
Cam and Seabrook.	4860	0	0	1659	1	6	111	15	0	1770	16	6	250	0	0	2840	0	0	Ditto.
Montagu River.	573	15	0	457	16	6	450	0	0	120	0	0	Amount of £7 16s. 6d. transferred from expenditure given in last return.

<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, 1887.</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.	
Flowerdale (Table Cape.)	4200 0 0	1036 10 7	289 7 2	1325 17 9	300 0 0	2570 0 0	Contract in progress.
County of Dorset—							
Upper Piper.	5030 0 0	4033 18 9	133 19 4	4167 18 1	300 0 0	560 0 0	Ditto.
Springfield and Scottsdale.	6251 11 6	3858 12 1	14 8 0	3873 0 1	...	2378 0 0	
Kay (Upper Ringarooma.)	3850 0 0	3429 9 1	204 7 11	3633 17 0	40 0 0	175 0 0	Ditto.
Patersonia and Gunn.	380 0 0	8 16 2	122 8 4	131 4 6	110 0 0	135 0 0	Ditto.
George's Bay and Gould's Country.	2200 0 0	1718 1 2	10 7 6	1728 8 8	25 0 0	445 0 0	Ditto.
Moorina.	1700 0 0	771 6 8	..	771 6 8	..	928 0 0	
Lower Piper.	950 0 0	668 5 8	..	668 5 8	..	280 0 0	
Hall's Track.	2100 0 0	1603 18 9	2 11 0	1606 9 9	..	490 0 0	
County of Cornwall—							
Brentwood and Blessington.	600 0 0	489 15 1	...	489 15 1	...	110 0 0	
Egremont.	849 0 0	719 14 1	...	719 14 1	...	130 0 0	
Kendall and Gray.	1700 0 0	853 3 3	...	853 3 3	100 0 0	740 0 0	Contract in progress.
County of Monmouth.							
Whiteford.	4522 0 0	4133 0 1	77 2 8	4210 2 9	80 0 0	230 0 0	Contract in progress.
Pelham (Hollow Tree Bottom).	500 0 0	210 2 11	...	210 2 11	...	290 0 0	
Melville.	990 0 0	429 13 10	10 7 8	440 1 6	...	550 0 0	
Wallace.	300 0 0	232 5 7	...	232 5 7	...	65 0 0	
Apsley and Beaufort.	600 0 0	291 4 1	...	291 4 1	...	300 0 0	
Hartington.	400 0 0	263 5 4	...	263 5 4	...	135 0 0	
Jervis.	500 0 0	19 2 0	...	19 2 0	...	480 0 0	
County of Buckingham—							
Monto's Marsh.	1250 0 0	1051 15 9	4 1 6	1055 17 3	...	194 0 0	
Uxbridge.	1820 0 0	1796 9 10	1 17 6	1798 7 4	...	20 0 0	
Glenorchy.	1876 10 0	1351 15 0	97 19 5	1449 14 5	35 0 0	390 0 0	Contract in progress.
Port Cygnet.	1650 0 0	916 12 4	33 7 1	949 19 5	50 0 0	650 0 0	
Sandfly Basin and Parish of Champ.	1501 0 0	1223 19 8	0 7 6	1224 7 2	...	275 0 0	
Upper Sorell River (Camden and Wellington).	1300 0 0	1216 6 5	...	1216 6 5	...	83 0 0	
Mountain River.	1000 0 0	517 18 0	82 15 4	600 13 4	140 0 0	260 0 0	
Vicinity of Town of Hull, Parish Ranelagh.	730 0 0	716 12 6	1 10 0	718 2 6	44 0 0		
Oyster Cove.	1100 0 0	988 15 10	10 16 9	999 12 7	25 0 0	75 0 0	Contract in progress.
County of Kent—							
Leithbridge.	1295 0 0	1093 14 5	12 6 10	1106 1 3	...	188 0 0	
Honeywood.	2280 0 0	2052 7 0	30 15 4	2033 2 4	...	200 0 0	
Garrett.	250 0 0	163 7 6	...	163 7 6	...	85 0 0	
Thanet.	250 0 0	0 19 0	89 15 8	90 14 8	...	155 0 0	
Price.	250 0 0	157 12 1	...	157 12 1	...	90 0 0	
County of Pembroke—							
Tasman's Peninsula.	3500 0 0	1227 19 7	601 18 8	1829 18 3	175 0 0	1495 0 0	Contract in progress.
Bream Creek.	700 0 0	548 13 3	...	548 13 3	50 0 0	100 0 0	

Canning.	410 0 0	395 9 3	6 7 6	401 16 9		
County of Cumberland—						
Graham and Ponsonby.	900 0 0	628 6 11	252 19 3	881 6 2	...	18 0 0
Harrington and Moresby.	1000 0 0	...	32 9 6	32 9 6	...	965 0 0
County of Dorset—						
Lisle (expenditure under 17th Sect. W. L. Act, 1881.)	106 10 0	94 8 3	...	94 8 3	...	10 0 0
<i>Supplementary Estimates in connection with Public Works.</i>						
Torpedo Boat Shed and Ways.	500 0 0	453 19 3	13 15 9	467 15 0		
Surveys and Estimates in connection with Public Works Proposals—						
1886.	200 0 0	28 1 1	130 0 11	158 2 0		
1887.	100 0 0	...	4 17 0	4 17 0		
Extension of Kerosene Store, Launceston.	150 0 0	...	174 6 6	174 6 6		
Footpaths in front of Gaol, Bathurst and Campbell streets.	115 14 0	...	115 14 0	115 14 0		
Survey for Light Line of Railway, Ulverstone to Castra.	100 0 0	...	19 3 4	19 3 4		
Survey of Approaches to Pieman.	40 0 0	...	3 4 6	3 4 6		
Fencing in St. Mary's Pass.	133 16 6	...	61 0 0	61 0 0		
Wire Rope Suspension Bridge, King River.	350 0 0	...	125 13 8	125 13 8	224 0 0	
Expenses in connection with Returns (Public Works and Railways).	28 9 6	...	...	28 9 6	28 9 6	
<i>Supplementary Estimates (Miscellaneous)</i>						
Caretaker, Quarantine Station, Barnes' Bay.	7 10 0	...	7 10 0	7 10 0		
Roadway near Weigh-bridge, Customs, Launceston.	8 0 0	...	8 0 0	8 0 0		
Rent of Land, Quarantine Station, Lindisferne, from 1st February, 1884, to 31st December, 1885.	38 6 8	...	38 6 8	38 6 8		
Repairs, Launceston Court House.	5 5 10	...	5 5 10	5 5 10		
Rent of Offices, Launceston, 1886-7.	70 0 0	11 15 5	43 15 1	55 10 6		
Insurance p.s. <i>Kangaroo</i> .	62 10 0	...	62 10 0	62 10 0		

MAINTENANCE OF MAIN ROADS.

<i>District.</i>	<i>Approximate Length of Roads.</i>	<i>Rate per mile.</i>	<i>Provision for Years 1885 & 1886, and 1 Year 1887.</i>	<i>Amount expended as per Return of 31st May, 1886.</i>	<i>Amount expended since last Return.</i>	<i>Total Expenditure for Year.</i>	<i>Particulars of Expenditure, and Remarks.</i>
	m. c. l.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bothwell—							
1886.....	9 22 0	25	231 17 6	...	231 17 6	231 17 6	
1887.....	9 22 0	25	115 18 9				
Campbell Town—							
1885.....	7 35 0	20	148 15 0	125 13 2	23 1 10	148 15 0	Road in this District not included in Schedule of Main Roads for 1887.
1886.....	7 35 0	20	148 15 0	...	142 8 1	142 8 1	
Carrick—							
1885.....	11 51 0	45	543 0 7	459 16 0	83 4 7	543 0 7	Vote for 1885 supplemented by balance of funds, 1884, £19 6s. 10d.
1886.....	11 51 0	40	465 10 0	140 5 10	325 4 2	465 10 0	
1887.....	11 51 0	45	261 16 9	...	133 14 5	133 14 5	
Cambridge—							
1886.....	9 63 0	30	393 12 6	...	393 12 6	393 12 6	
	5 0 0	20					
1887.....	9 63 0	30	196 16 3	...	196 16 3	196 16 3	
	5 0 0	20					
Deloraine—							
1886.....	3 6 0	20	712 4 3	178 1 0	534 3 3	712 4 3	
	10 0 0	20					
	15 1 19	30	100 0 0	...	50 0 0	50 0 0	
1887.....	10 0 0	20					
Don—							
1885.....	3 60 0	35	131 5 0	124 8 9	6 16 3	131 5 0	
1886.....	3 60 0	35	131 5 0	1 6 0	129 3 8	130 9 8	
1887.....	3 60 0	35	65 12 6	...	59 3 8	59 3 8	
Dorset—							
1886.....	15 17 0	25	380 6 3	95 1 6	285 4 9	380 6 3	
1887.....	15 17 0	25	190 3 1				
East Mersey—							
1885.....	2 78 10	30	337 15 9	333 5 3	2 19 8	336 4 11	
	7 8 0	35					
1886.....	2 78 10	30	337 15 9	42 17 2	249 13 5	292 10 7	
	7 8 0	35					
1887.....	7 8 0	35	124 5 0	...	5 15 8	5 15 8	

Emu Bay—																
1886.....	9	36	0	30	283	10	0	70	17	6	212	12	6	283	10	0
1887.....	9	36	0	30	141	15	0	...			70	17	6	70	17	6
Evandale—																
1886.....	12	0	0	25	300	0	0	75	0	0	225	0	0	300	0	0
1887.....	12	0	0	20	120	0	0	...			120	0	0	120	0	0
Fingal—																
1886.....	49	8	0	20	982	0	0	245	10	0	736	10	0	982	0	0
1887.....	11	16	0	25	140	0	0	...			70	0	0	70	0	0
Forth—																
1885.....	6	13	0	25	154	1	3	153	6	0	0	12	10	153	18	10
1886.....	6	13	0	25	154	1	3	47	5	3	104	10	3	151	15	6
1887.....	6	13	0	30	92	8	9	...			13	9	3	13	9	3
George Town—																
1886.....	13	56	0	20	274	0	0	201	13	1	70	12	7	272	5	8
1887.....	13	56	0	20	137	0	0	...			137	0	0	137	0	0
Glamorgan—																
1886.....	17	66	75	15	267	10	4	66	17	7	200	12	9	267	10	4
1887.....	17	66	75	15	133	15	2									
Gould's Country—																
1887.....	13	40	0	25	168	15	0	...			84	7	6	84	7	6
Green Ponds—																
1885.....	3	12	0	25	78	15	0	60	9	6	18	4	2	78	13	8
1886.....	3	12	0	25	78	15	0	...			78	11	11	78	11	11
1887.....	3	12	0	25	39	7	6	...			0	9	0	0	9	0
Hamilton—																
1885.....	11	0	0	30	530	0	0	437	14	0	92	6	0	530	0	0
	10	0	0	20												
1886.....	13	0	0	30	590	0	0	10	14	0	482	9	1	493	3	1
	10	0	0	20												
1887.....	13	0	0	25	162	10	0	...			8	1	0	8	1	0
Harford & Templeton—																
1886.....	5	0	0	20	100	0	0	56	2	9	34	6	6	90	9	3
1887.....	5	45	0	20	115	12	6	...			29	0	9	29	0	9
	6	0	0	20												
Horton—																
1886.....	19	14	50	15	468	13	1	117	3	3	151	9	10	468	13	1
	7	19	0	25												
1887.....	26	33	50	20	264	3	9	...			132	1	10	132	1	10

Road Hamilton to Ouse not included in Schedule of Main Roads for year 1887.

<i>District.</i>	<i>Approximate Length of Roads.</i>	<i>Rate per mile.</i>	<i>Provision for Years 1885 & 1886, and ½ Year 1887.</i>	<i>Amount expended as per Return of 31st May, 1886.</i>	<i>Amount expended since last Return.</i>	<i>Total Expenditure for Year.</i>	<i>Particulars of Expenditure, and Remarks.</i>
	m. c. l.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Huon—							
1886.....	5 0 0	25	250 0 0	62 10 0	187 10 0	250 0 0	
1887.....	5 0 0	25	112 10 0	...	56 5 0	56 5 0	
Kingston—							
1886.....	13 1 55	15	195 5 10	48 16 5	146 9 5	195 5 10	
1887.....	13 1 55	20	130 3 10	...	130 3 10	130 3 10	
Latrobe—							
1886.....	0 35 0	20	126 8 9	39 9 8	86 6 8	125 16 4	
1887.....	0 35 0	20	63 4 4	...	20 17 6	20 17 6	
Leslie—							
1886.....	10 11 0	30	304 2 6	152 1 3	152 1 3	304 2 6	
1887.....	10 11 0	30	152 1 3	...	152 1 3	152 1 3	
Leven—							
1886.....	12 73 0	30	387 7 6	193 13 8	193 13 10	387 7 6	
1887.....	12 73 0	30	193 13 9	...	193 13 9	193 13 9	
Liverpool—							
1886.....	3 40 0	25	87 10 0	21 17 6	65 12 6	87 10 0	
1887.....	5 0 0	20	50 0 0	...	25 0 0	25 0 0	
Longley—							
1886.....	6 50 0	27	178 17 6	33 2 6	145 15 0	178 17 6	
1887.....	6 50 0	25	82 16 3	...	41 8 1	41 8 1	
Longford—							
1886.....	5 0 0	25	300 0 0	...	300 0 0	300 0 0	
1887.....	5 0 0	30	197 10 0	...	197 10 0	197 10 0	

New Norfolk—									
1886.....	{	11 50 0	25	840 12 6	161 7 5	678 7 1	839 14 6		
		12 40 0	20						
		10 0 0	30						
1887.....	{	11 50 0	25	400 6 3	...	337 16 6	337 16 6		
		13 0 0	20						
		10 0 0	25						
North Esk—									
1885.....	{	19 20 0	30	682 10 0	680 0 2	2 9 10	682 10 0		
		3 40 0	30						
1886.....	{	19 20 0	30	682 10 0	170 18 8	511 11 4	682 10 0		
		3 40 0	30						
1887.....	{	19 20 0	30	341 5 0	...	209 3 11	209 3 11		
		3 40 0	30						
Port Cygnet—									
1885.....	{	1 39 0	20	127 11 3	63 15 6	63 15 9	127 11 3		
		3 73 0	25						
1886.....	{	1 39 0	20	127 11 3	...	60 9 4	60 9 4		
		3 73 0	25						
1887.....	{	1 39 0	20	177 4 1	...	85 14 0	85 14 0		
		3 73 0	25						
Portland—									
1886.....	{	11 36 0	20	229 0 0	...	229 0 0	229 0 0		
1887.....	{	11 36 0	25	199 7 6					
		4 40 0	25						
Queenborough—									
1886.....	{	8 0 0	45	360 0 0	180 0 0	180 0 0	360 0 0		
1887.....	{	8 0 0	40	160 0 0	...	160 0 0	160 0 0		
Richmond—									
1886.....	{	4 17 0	30	388 17 6	97 4 4	291 13 2	388 17 6		
		3 60 0	25						
		11 20 0	15						
1887.....	{	4 17 0	30	222 11 3	...	111 5 7	111 5 7		
		6 0 0	25						
		11 20 0	15						
Ringarooma—									
1886.....	{	9 0 0	25	590 12 6	...	590 12 6	590 12 6		
		14 50 0	25						
1887.....	{	14 50 0	25	239 1 3	...	73 16 6	73 16 6		
		4 40 0	25						

Including £113 8s 6d. unexpended balance 1886, re-authorised by Governor in Council.

<i>District.</i>	<i>Approximate Length of Roads.</i>	<i>Rate per mile.</i>	<i>Provision for Years 1885 & 1886, and ½ Year 1887.</i>	<i>Amount expended as per Return of 31st May, 1886.</i>	<i>Amount expended since last Return.</i>	<i>Total Expenditure for Year.</i>	<i>Particulars of Expenditure, and Remarks.</i>
	m. c. l.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Saltwood—							
1885.....	0 63 0	25	158 18 9	119 4 0	39 14 9	158 18 9	
	6 77 0	20					
1886.....	0 63 0	25	158 18 9	...	158 18 9	158 18 9	
	6 77 0	20					
1887.....	0 63 0	25	79 9 4	...	19 17 4	19 17 4	
	6 77 0	20					
Sandy Bay—							
1886.....	1 0 0	45	45 0 0	22 10 0	22 10 0	45 0 0	
1887.....	1 0 0	40	20 0 0	...	20 0 0	20 0 0	
Scottsdale—							
1886.....	15 7 0	30	876 17 6	219 4 4	657 13 2	876 17 6	
	12 38 0	30					
	2 0 0	25					
1887.....	15 7 0	30	438 8 9	...	219 4 4	219 4 4	
	12 38 0	30					
	2 0 0	25					
Sorell—							
1886.....	4 0 0	50	360 0 0	90 0 0	270 0 0	360 0 0	
	8 0 0	20					
	4 0 0	50					
1887.....	8 0 0	20	300 0 0	...	150 0 0	150 0 0	
	7 0 0	20					
	5 0 0	20					
Spring Bay—							
1886.....	37 54 0	15	565 2 6	282 11 2	282 11 4	565 2 6	
1887.....	37 54 0	15	282 11 3	...	282 11 3	282 11 3	
Table Cape—							
1886.....	13 71 0	30	477 13 1	119 8 3	358 4 10	477 13 1	
	4 5 50	15					
1887.....	13 71 0	30	249 0 0	...	124 10 0	124 10 0	
	4 5 50	20					
Tarleton—							
1885.....	3 40 0	35	122 10 0	115 0 8	0 8 8	115 9 4	
1886.....	3 40 0	35	122 10 0	60 19 6	48 6 1	109 5 7	
1887.....	3 40 0	35	61 5 0	...	12 10 0	12 10 0	

Victoria—									
1886.....	{	5	0	0	25	{	158	5	0
		1	53	0	20	}	39	11	3
1887.....	{	5	0	0	25	{	118	13	9
		1	53	0	20	}	158	5	0
							79	2	6
Westbury—									
1885.....	{	9	0	0	25	{	353	10	0
		6	34	0	20	}	299	5	0
1886.....	{	9	0	0	25	{	54	5	0
		6	34	0	20	}	353	10	0
1887.....	{	9	0	0	25	{	353	10	0
							112	10	0
West Tamar—									
1887.....		28	0	0	15		210	0	0
West Mersey—									
1886.....	{	3	40	0	35	{	197	10	0
		3	0	0	25	}	56	6	3
1887.....	{	3	40	0	35	{	141	3	9
		3	0	0	30	}	197	10	0
							106	5	0
Woodstock—									
1885.....		4	48	0	20		92	0	0
1886.....		4	48	0	20		69	0	0
1887.....		4	48	0	20		23	0	0
							92	0	0
							92	0	0
Main Road Hobart to Launceston (includ- ing Risdon Road)—									
1885.....		123	0	0	25		3075	0	0
1886.....		123	0	0	25		3040	11	11
1887.....		123	0	0	25		983	3	5
							2238	19	1
							818	8	5
							3042	16	7
							3222	2	6
							818	8	5

Vote of £3075, supplemented by contribution of £150 by Northern Macquarie Road Trust, towards cost of raising Main Road at Campbell Town.

SPECIAL ITEMS.

1885 :—									
New Norfolk Bridge, asphalting deck, screwing up, and painting .....	...	...	250	0	0	124	11	0	125
Repairs to Prosser's Bridge at Orford.	...	...	300	0	0	261	0	8	38
Renewals of Culverts, Road Hobart to Kingston.....	...	...	500	0	0	342	16	9	157
									3
									3
									500
									0
									0

Works carried out by contract and day labour.

<i>District.</i>	<i>Approximate Length of Roads.</i>	<i>Rate per mile.</i>	<i>Provision for Years 1885 & 1886, and ½ Year 1887.</i>	<i>Amount expended as per Return of 31st May, 1886.</i>	<i>Amount expended since last Return.</i>	<i>Total Expenditure for Year.</i>	<i>Particulars of Expenditure, and Remarks.</i>
1886 :	...	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Repairs to Prosser's Bridge at Orford.	200 0 0	68 1 7	131 18 5	200 0 0	
Fencing dangerous places, Huon Road, (Coombe's Hill)...	50 0 0	...	44 1 8	44 1 8	
Fencing in St. Mary's Pass.....	150 0 0	...	16 3 6	16 3 6	Balance of £133 16s. 6d., re-authorised under authority of Governor-in-Council.
Repairs to Road Bridges.....	1609 7 6	583 5 8	1026 1 10	1609 7 6	
Contingencies	161 0 0	77 10 7	57 4 4	134 14 11	
1887 :							
Repairs to Road Bridges	1560 0 0	...	1218 16 4	1218 16 4	Including £60 contribution by Victoria M. R. Board towards repairs Huon Bridge approach.
Contingencies	57 10 0	...	18 0 2	18 0 2	

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

	£	s.	d.
Advances to Boards	10,757	14	10
Expenditure by Department	4589	5	6
Road, Hobart to Launceston	3059	12	2
Special Items.....	2758	8	8
Contingencies.....	75	4	6
Liabilities under Section 60	1023	6	4
	<u>£22,263</u>	<u>12</u>	<u>0</u>

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

Bothwell, Cambridge, Deloraine, Dorset, Emu Bay, Evandale, Fingal, Gould's Country, Glamorgan, Horton, Huon, Kingston, Leslie, Leven, Liverpool, Longford, Longley, Portland, Queenborough, Richmond, Ringarooma, Saltwood, Sandy Bay, Scottsdale, Sorell, Spring Bay, Table Cape, Victoria, Westbury, West Tamar, Woodstock.

Districts in which Expenditure is under Commissioner.

Carrick, Don, East Mersey, Forth, George Town, Green Ponds, Hamilton, Harford and Templeton, Latrobe, New Norfolk, North Esk, Port Cygnet, Tarleton, West Mersey.

Total length of Main Roads maintained during the year 1887, 710 miles.

Average cost, £24 13s. 4d. per mile.

ORDINARY Expenditure incurred through Public Works Department during 1886 against Amounts provided in Estimates.

	£	s.	d.
Batteries, Maintenance of	51	13	7
Defences, Repairs to Buildings	614	19	1
Furniture Public Offices generally	876	12	3
Ferry, Arthur River	50	0	0
Ditto, Great Henty River	60	0	0
Ditto, Little Henty River	0	10	0
Ditto, Kangaroo Point	200	0	0
Maintenance Government House	778	16	6
Gaols, Alterations and Repairs	322	10	8
Hospital for Insane, Cascades, Repairs and Alterations	114	6	3
Hospital, General, Hobart, Repairs, Funerals, &c.....	536	19	11
Ditto, Launceston, ditto.....	417	12	11
Hospital for Contagious Diseases, Hobart, Repairs to Buildings	8	4	8
Customs Department, Incidental Expenses	30	18	4
Hospital for Insane, New Norfolk	624	1	7
Expenses in connection with Magazines	0	6	0
New Town Charitable Institution, Repairs to Buildings.....	307	13	2
Launceston Charitable Institution, Repairs, Funerals, &c.....	74	10	4
New Town Farm, Repairs to Buildings	49	8	8
Parliamentary Buildings, Furniture and Repairs.....	278	12	7
Public Buildings, Repairs and Alterations	1177	9	6
Public Buildings, Murray-street, special	150	0	0
Police Buildings, Furniture, Repairs, and Construction	391	3	2
Public Buildings, Fuel, Light, and Water	3	15	11
Public Works Department, Salaries, Expenses, &c.....	4413	18	3
Ditto, Incidental Expenses, Instruments, &c.	672	18	1
Queen's Domain, Franklin Square, and Barrack Reserve	752	12	1
State Schools, in Aid of and Repairs to.....	1642	11	2
Maintenance of Works, Swamp, Launceston	90	3	9
Training School, Cascades	6	7	0
Unforeseen Expenses	70	7	4
Repayment of Revenue	0	8	8
Expenses in connection with Stone-crushers.....	1592	10	6
Rent of Grounds at Lindisferne Bay for Hospital purposes	20	0	0
Repairs to Buildings, &c., Miscellaneous.....	375	13	5
	<u>£16,757</u>	<u>15</u>	<u>4</u>

RAILWAYS.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Estimated further Liabilities.	Estimated Total Cost.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>Mersey and Deloraine Railway,</i> 46 Vict. No. 22.	188,000 0 0						
Contractor for construction, including Accommodation Works.	...	101,797 4 10	...	101,797 4 10			
Rails, Fastenings, Girders, &c.	...	26,343 0 2	...	26,343 0 2			
Sleepers.	...	9663 5 2	...	9663 5 2			
Points and Crossings.	...	1098 16 1	...	1098 16 1			
Station Buildings, Platforms, &c.	...	4953 15 6	270 8 10	5224 4 4			
Signals.	...	189 18 10	68 11 0	258 9 10			
Turntables.	...	756 11 4	4 14 3	761 5 7			
Water Supply.	...	531 6 4	8 4 9	539 11 1			
Compensation for Land, including law costs and arbitration expenses.	...	10,616 19 0	47 12 1	10,664 11 1			
Advertising.	...	79 11 3	...	79 11 3			
Furniture, Stores, Tools, and Sundries.	...	4563 14 5	213 5 6	4776 19 11			
Telegraph.	...	16 10 2	...	16 10 2			
Surveys, Supervision, and Plans.	...	5220 3 5	6 6 10	5226 10 3			
Rolling Stock—							
Locomotives.	...	9130 2 3	...	9130 2 3			
Carriages and Wagons.	...	14,380 15 6	...	14,380 15 6			
	188,000 0 0	189,341 14 3	619 3 3	189,960 17 6			
Credits.	...	...	...	3405 3 2*			
				186,555 14 4	1444 5 8	188,000 0 0	
<i>Third Rail, Launceston & Western Railway,</i> 47 Vict. No. 36.	19,000 0 0						
<i>Completion Third Rail, and Additional Buildings and Alterations, Deloraine Station Yard, 49 Vict. No. 42, item 2.</i>	5300 0 0						
	24,300 0 0	23,664 16 7	409 4 1	24,074 0 8	225 19 4	24,300 0 0	

*Credit Sale of Plans, Transfer of Rails..... 1596 19 8
Shed at Formby transferred to Customs..... 200 0 0
Transfer Sleepers L. & W. Railway..... 1450 0 0
Transfer Siding, Railton Station, special provision..... 33 3 6
Cost of Building for Latrobe Library..... 125 0 0
£3405 3 2

<i>Parattah & Oatlands Railway.</i>	8000	0	0			
47 Vict. No. 39.						
<i>Completion Parattah & Oatlands Railway,</i>	2000	0	0			
49 Vict. No. 42, item 1.						
<i>Parattah & Oatlands Railway Completion,</i>	1500	0	0			
50 Vict. No. 24, item 3.						
Contractor for construction, including Accommodation Works.	...	5021	18 3	...	5021	18 3
Rails and Fastenings.	...	945	9 7	720 14 0	1666	3 7
Sleepers.	...	736	0 3	...	736	0 3
Points and Crossings.	...	51	4 8	...	51	4 8
Station Buildings, Platforms, &c.	...	747	5 2	...	747	5 2
Compensation for Land, including law costs and arbitration expenses.	...	314	11 11	206 1 0	520	12 11
Advertising and Sundries.	...	122	6 8	...	122	6 8
Furniture, Stores, Tools.	...	89	4 11	...	89	4 11
Telegraph.	...	30	3 0	...	30	3 0
Surveys, Supervision, and Plans.	...	668	18 4	...	668	18 4
Rolling Stock—						
Locomotives.	...	1037	9 4	...	1037	9 4
Carriages.	...	892	7 2	...	892	7 2
	11,500	0	0	10,656 19 3	926 15 0	11,583 14 3
					...	11,500 0 0
<i>Derwent Valley Railway,</i>	140,000	0	0			
47 Vict. No. 46.						
<i>Derwent Valley Railway Completion,</i>	30,000	0	0			
50 Vict. No. 24-1.						
Contractor for Construction, including Accommodation Works and Plant, &c.	...	58,571	3 9	32,635 19 2	91,207	2 11
Completion by Government.	...	...		7490 1 1	7490	1 1
Road Deviations.	...	...		566 9 3	566	9 3
Rails and Fastenings.	...	14,361	12 10	266 3 11	14,627	16 9
Sleepers.	...	5608	7 8	2 9 0	5610	16 8
Points and Crossings.	...	310	12 1	200 1 0	510	13 1
Station Buildings, Platforms, &c.	...	1109	1 3	994 8 10	2103	10 1
Turntable.	...	614	11 11	20 13 2	635	5 1
Water Supply.	...	1307	10 11	14 19 9	1322	10 8
Compensation for Land, including law costs and arbitration expenses.	...	3050	0 1	1850 16 4	4900	16 5
Advertising and Sundries.	...	398	3 10	522 7 2	920	11 0
Furniture, Stores, and Tools.	...	...		17 19 9	17	19 9
Telegraph.	...	...		50 16 6	50	16 6
Signals.	...	...		30 12 4	30	12 4
Surveys, Supervision, and Plans.	...	5477	12 2	8441 2 9	8918	14 11

Total expenditure will be reduced by a Credit for old Carriage transferred to Fingal Railway.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Estimated further Liabilities.	Estimated Total Cost.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rolling Stock—							
Locomotives.	...	20 0 0	5166 18 9	5186 18 9			
Carriages and Wagons.	...	21 5 10	9239 9 6	9260 15 4			
Junction with North Bridgewater.	...	...	757 6 10	757 6 10			
	170,000 0 0	90,850 2 4	63,268 15 1	154,118 17 5	45,881 2 7	200,000 0 0	A further sum of £30,000 will be required to be provided in future Public Works Scheme.
<i>Fingul Railway, 47 Vict. No. 46.</i>	150,000 0 0						
<i>Completion, 50 Vict. No. 24.</i>	28,000 0 0						
Contractor for Construction, including Accommodation Works.	...	84,015 8 0	10,648 7 7	94,663 15 7			
Rails and Fastenings.	...	29,032 14 8	448 2 8	29,480 17 4			
Sleepers.	...	14,774 17 9	156 5 0	14,931 2 9			
Points and Crossings.	...	514 5 2	703 0 1	1217 5 3			
Station Buildings, Platforms, &c.	...	1639 0 0	3693 7 6	5332 7 6			
Turntables.	...	659 16 9	286 0 4	945 17 1			
Water Supply.	...	1433 0 4	679 19 4	2112 19 8			
Compensation for Land, including law costs and arbitration expenses.	...	602 18 7	3310 10 10	3913 9 5			
Advertising and Sundries.	...	294 18 6	890 6 3	1185 4 9			
Furniture, Stores, and Tools.	...	...	361 8 0	361 8 0			
Telegraph.	...	...	726 18 0	726 18 0			
Signals.	...	...	207 13 11	207 13 11			
Surveys, Supervision, & Plans.	...	4603 10 6	903 16 9	5507 7 3			
Rolling Stock—							
Locomotives.	...	23 3 1	5193 11 2	5216 14 3			
Carriages and Wagons.	...	20 0 0	10,541 3 11	10,561 3 11			
	178,000 0 0	137,613 13 4	38,750 11 4	176,364 4 8			
Credits.	...	...	...	1344 14 3*			
				175,019 10 5	5980 9 7	181,000 0 0	
<i>Launceston and Scottsdale Railway, 47 Vict. No. 46.</i>	300,000 0 0						
Contractor for Construction, including Accommodation Works.	...	36,904 14 10	79,101 5 4	116,006 0 2			
Rails and Fastenings.	...	36,056 7 9	332 13 0	36,389 0 9			
Sleepers.	...	4521 3 11	6271 11 10	10,792 15 9			
Points and Crossings.	...	64 4 10	237 9 1	301 13 11			
Station Buildings, Platforms, &c.	...	15 0 0	187 10 0	202 10 0			
Turntables.	...	614 15 1	3 7 0	618 2 1			

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Credits.

*Turntable transferred to North Western Railway £336 10 0

Permanent way material sold to M'Neil, Grant, & Bath, (contractors for this Line)..... 1008 4 3

£1344 14 3

A further sum of £3000 will be required to be provided in future Public Works Scheme.

Water Supply.	...	972 19 4	9 0 0	981 19 4		
Compensation for Land, including law costs and arbitration expenses.	...	2203 8 7	4835 7 7	7038 16 2		
Advertising and Sundries.	...	667 5 6	326 10 9	993 16 3		
Signals.	...	...	224 11 7	224 11 7		
Surveys, Supervision, and Plans.	...	12,938 18 2	4416 5 2	17,355 3 4		
Extension of Workshops, Launceston.	...	2628 7 7	...	2628 7 7		
Extension of temporary Wharf, Launceston.	...	776 15 4	...	776 15 4		
Rolling Stock—						
Locomotives.	...	...	9964 17 1	9964 17 1		
Carriages and Wagons.	...	...	11,844 17 1	11,844 17 1		
	300,000 0 0	98,364 0 11	117,755 5 6	216,119 6 5	153,880 13 7	370,000 0 0
<i>Timber for Rolling Stock,</i> <i>48 Vict. No. 46, item 29.</i> Credits, Sale of Timber.	2000 0 0 ...	1240 18 11 ...	889 18 3 86 3 3 803 15 0	2130 17 2 86 3 3 2044 13 11	...	...
<i>Green Ponds Railway,</i> <i>49 Vict. No. 41.</i> Surveys, Plans, &c. Sleepers. Compensation for Land. Advertising and Sundries. Water Supply.	113,000 0 0 ... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	872 16 6 399 7 6 760 8 4 6 1 7 205 0 6		
	113,000 0 0	36 12 7	2207 1 10	2243 14 5		
<i>Sorell Railway.</i> Surveys, Plans, &c. Sleepers. Compensation for Land. Advertising and Sundries.	58,700 0 0 ... ... ... ...	... ... ... ...	... ... ... ...	629 8 8 ... 20 0 0 0 18 0		
	58,700 0 0	10 14 10	639 11 10	650 6 8		
<i>Chudleigh Railway.</i> Surveys, Plans, &c. Sleepers. Compensation for Land. Advertising and Sundries.	36,000 0 0 ... ... ... ...	... ... ... ...	... ... ... ...	380 13 8 93 15 0 15 0 5 5 15 6		
	36,000 0 0	18 10 5	476 14 2	495 4 7		

A further sum of £70,000 will be required to be provided in future Public Works Scheme.
This expenditure will be further reduced by credits for timber used for renewals of rolling stock.

Heading.	Voted and authorised.	Amount expended as per last Return.	Expenditure since last Return.	Total Expenditure to 31st May, 1887.	Further Liabilities.	Estimated Total Cost.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>North-Western Railway.</i>	72,000 0 0						
Surveys, Plans, &c.	...	...	...	677 15 4			
Sleepers.	...	...	...	47 1 2			
Compensation for Land.	...	...	...	1045 2 6			
Sundries.	...	...	...	8 12 0			
Water Supply.	...	...	...	333 15 1			
Turntable.	...	...	...	336 10 0			
		264 5 3	2184 10 10	2448 16 1			
49 Vict. No. 42, items 3 to 8.							
Siding from Mersey and Deloraine Railway, Gilbert-street, Latrobe, to Wharf, item 3.	1000 0 0	495 18 4	159 0 6	654 18 10	345 1 2	1000 0 0	
Siding to Wharf at Formby, (also see below, 50 Vict. No. 23, item 15), item 4.	1500 0 0	11 0 7	1365 14 8	1376 15 3	123 4 9	1500 0 0	
Water Supply, Formby Station, item 5.	1000 0 0	13 10 6	986 9 6	1000 0 0	...	1000 0 0	
Shop Extension and Machinery for Railways generally, item 6.	5500 0 0						
Extension of Workshops.	...	854 15 2	423 14 1	1278 9 3	2200 15 0	5500 0 0	
Machinery for Construction and Erection of Rolling Stock.	...	1144 10 7	876 5 2	2020 15 9			
Extension of Railway Line to Coal Wharf, Launceston, item 7.	2500 0 0	...	437 18 6	437 18 6	...	...	Completion deferred.
Rolling Stock for Fingal Coal, and Accommodation for shipping Coal at Launceston, item 8.	25,000 0 0	49 17 9	19,986 17 3	20,036 15 0	6463 5 0	26,500 0 0	
Ditto, 50 Vict. No. 24, item 12.	1500 0 0						
49 Vict. No. 42, item 9.							
Supplementary Rolling Stock for Railways generally.	18,000 0 0	130 12 2	18,625 2 6	18,755 14 8	5644 5 4	24,400 0 0	Additional provision will be necessary to amount of £6400.
50 Vict. No. 23, item 15.							
Formby Wharf Extension, Shed and Approach Roads.	4500 0 0	...	...	...	1200 0 0		
50 Vict. No. 24, items 7 to 21.							
Workmen's Cottages, Fingal Line, item 7.	1500 0 0	...	3 9 11	3 9 11	1200 0 0		
Sidings for Mount Nicholas Tramway Junction, item 8.	1500 0 0	...	1356 15 0	1356 15 0	143 5 0*	1500 0 0	*Building at Mount Nicholas Tramway Junction.
Extra Sidings at Corners Station, item 9.	1000 0 0	...	951 13 1	951 13 1			

Junction with Cornwall Coal Company, item 10.	150 0 0	...	150 0 0	150 0 0			
Engine Shed at St. Mary's, item 11.	450 0 0	...	450 0 0	450 0 0			
Rolling Stock, Fingal Coal, item 12. See above.							
Fingal Railway, New Sidings, Ormley, Tullochgorum, and Hanbury, item 13.	500 0 0	...	469 12 5	469 12 5			
Supplying and erecting Machinery for Railways generally, item 14.	5838 0 0	...	216 15 0	216 15 0	5611 5 0	5838 0 0	
Stop-blocks and Locks, and alterations to Signals, North-western Railway, item 15.	260 0 0	...	128 7 3	128 7 3	216 12 9	345 0 0	Additional provision necessary to extent of £85.
Conversion of Broad Gauge Rolling Stock to Narrow Gauge, &c., item 16.	14,000 0 0						
Storage Tank, item 17.	475 0 0						
Weighbridges, item 18.	300 0 0	...	191 17 6	191 17 6	171 14 9	363 12 3	Ditto, ditto, £63 12s. 3d.
Travelling Crane, item 19.	437 0 0						
Station Master's Residence, Longford, item 20.	300 0 0	...	...	...	400 0 0	400 0 0	Ditto, ditto, £100.
Station Master's Residence, Formby, item 21.	300 0 0						
Supplementary Estimates.							
Hogg's Lane Siding.	200 0 0	...	...	91 14 7	108 3 5	200 0 0	
Siding accommodation, Railton Station.	50 0 0	...	...	33 3 6			
New Siding to Locomotive Shops.	25 0 0	24 19 6			
Cutting Thistles on Crown Lands, Derwent Valley Railway.	60 0 0	59 11 9			

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RAILWAY SURVEYS.

<i>Railway Surveys, 1884, 48 Vict. No. 43.</i>							
Parliamentary Survey and Estimate—Railway from Ulverstone to Emu Bay.	250 0 0	120 9 3	...	120 9 3	...	129 0 0	
Parliamentary Survey and Estimate—Railway, Parattah Station to Tunnack.	200 0 0	136 13 4	...	136 13 4	...	60 0 0	
Parliamentary Survey and Estimate—Railway, Main Line Railway at Corners Station to Cressy, and L. & W. Railway at Longford.	500 0 0	430 8 7	3 18 1	434 6 8	...	65 0 0	
Contract Survey—Railway, Bellerive to Sorell, with branch to Richmond.	700 0 0	690 17 1	5 4 10	696 1 11			
Contract Survey—Railway, Deloraine to Chudleigh and Mole Creek.	400 0 0	290 7 1	109 12 11	400 0 0			
Contract Survey—Railway, Brighton to Melton Mowbray.	700 12 0	677 17 9	22 2 3	700 12 0			
...	...	...	140 18 1	...	...	...

<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, 1887.</i>	<i>Estimated further Liabilities.</i>	<i>Estimated Total Cost.</i>	<i>Remarks.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>Railway Surveys Act, 1885, 49 Vict. No. 48.</i>							
From Kimberley's Ford to Western Railway on the North West Coast.	...	219 0 11	530 5 10	749 6 9			
Ulverstone to Emu Bay.	...	147 1 8	1472 13 1	1619 14 9			
Tunnack to Parattah Railway Station.	...	...	61 15 6	61 15 6			
Antill Ponds to Cressy and Longford.	...	2 3 10	5 0 0	7 3 10			
Lower Piper Branch, Scottsdale Railway.	...	13 8 10	475 0 8	488 9 6			
Glenora to Ouse.	...	356 5 2	1087 4 8	1443 9 10			
Scottsdale to Upper Ringarooma.	...	21 0 11	1401 1 2	1422 2 1			
	7500 0 0	759 1 4	5033 0 11	5792 2 3	1700 0 0	...	

SCHEDULE A.

SUMMARY of Total Expenditure from 1st June, 1886, to 31st May, 1887.

	£	s.	d.
Public Works Construction Act, 1877, 41 Vict. No. 10	90	16	7
Main Roads Construction Act, 1880, 44 Vict. No. 31.....	12	18	7
Public Works Construction Act, 1880, 44 Vict. No. 32.			
Public Buildings Erection Act, 1880, 44 Vict. No. 33.			
Public Works Construction Act, 1881, 45 Vict. No. 4.			
Launceston Invalid Depot Act, 1881, 45 Vict. No. 26.			
Public Schools Erection Act, 1881, 45 Vict. No. 27	1299	16	9
Public Buildings Construction Act, 1881, 45 Vict. No. 28.			
Main Roads Construction Act, 1881, 45 Vict. No. 30.			
Branch Roads Construction Act, 1881, 45 Vict. No. 31.....	1033	0	4
Branch Roads Construction Act, 1881, 45 Vict. No. 32.			
Public Works Construction Act, 1881, 45 Vict. No. 35.			
Main Roads and Bridges Construction Act, 1882, 46 Vict. No. 23	73	19	1
Branch Roads Construction Act, 1882, 46 Vict. No. 24	608	17	2
Defences, 46 Vict. No. 25.			
Public Works Construction Act, 1882, 46 Vict. No. 26	5015	11	9
Public Buildings Erection Act, 1882, 46 Vict. No. 27	5558	1	0
Public Schools Erection Act, 1882, 46 Vict. No. 28	1275	19	4
Railway Surveys Act, 1882, 46 Vict. No. 29.			
Hobart Rivulet Improvement Act, 46 Vict. No. 30.....	961	17	11
Improvement of Streets, Hobart and Launceston, 46 Vict. No. 31.			
Immigration Act, 46 Vict. No. 40.			
Public Works Construction Act, 1882, 46 Vict. No. 46	82	1	10
Esk and Tamar Improvement Act, 46 Vict. No. 48.....	5395	8	1
Main Roads and Bridges Construction Act, 1883, 47 Vict. No. 30	890	5	3
Branch Roads and Bridges Construction Act, 1883, 47 Vict. No. 31 ..	3691	9	0
Public Buildings Erection Act, 1883, 47 Vict. No. 32	9396	4	8
Public Works Construction Act, 1883, 47 Vict. No. 33	902	19	9
Public Works Construction Act, 1883, 47 Vict. No. 34	587	15	3
Public Works Construction Act, 1883, 47 Vict. No. 35	82	9	9
Purchase of Land for Gaol, 47 Vict. No. 37.			
Land, Public Offices, Launceston, 47 Vict. No. 38	3515	1	5
Land for Quarantine Stations Act, 48 Vict. No. 42	4	2	6
Main Roads and Bridges Construction Act, 1884, 48 Vict. No. 44	1012	1	1
Branch Roads and Bridges Construction Act, 1884, 48 Vict. No. 45.....	8498	19	6
Public Works Construction Act, 1884, 48 Vict. No. 46	3714	3	0
Public Buildings Construction Act, 1884, 48 Vict. No. 47.....	4742	17	0
Education Act, 1885, 49 Vict. No. 15	5566	12	11
Public Works Execution Act, 1885, 49 Vict. No. 42	10,611	8	4
Branch Roads and Bridges Construction Act, 1885, 49 Vict. No. 43.....	34,057	1	2
Public Works Construction Act, 1885, 49 Vict. No. 44	22,792	9	11
Defence Works Execution Act, 1885, 49 Vict. No. 45.....	8414	7	6
Public Buildings Erection Act, 1885, 49 Vict. No. 46.....	12,378	0	0
Main Roads and Bridges Construction Act, 1885, 49 Vict. No. 47	9592	7	0
Tamar Improvement Act, 49 Vict. No. 49	4640	11	3
Streets, Hobart and Launceston, 49 Vict. No. 50.....	2500	0	0
Main Roads and Bridges Construction Act, 1886, 50 Vict. No. 21	1417	11	6
Branch Roads and Bridges Construction Act, 1886, 50 Vict. No. 22.....	11,650	1	0
Public Works Construction Act, 1886, 50 Vict. No. 23	4720	3	4
Public Works Execution Act, 1886, 50 Vict. No. 24	5	9	6
Public Buildings Erection Act, 1886, 50 Vict. No. 25.....	3028	9	0
Tamar Improvement Act, 1886, 50 Vict. No. 26	156	1	5
Streets, Hobart and Launceston, 50 Vict. No. 28.			
Public Works Appropriation Act, 1886, 50 Vict. No. 35	23	18	0
Waste Lands Act	4833	16	9
Main Roads Maintenance	22,263	12	0
Supplementary Estimates.....	813	3	3
Ordinary Service, 1886, (General Estimates).	16,757	15	4

Railways.

Mersey and Deloraine Railway, 46 Vict. No. 22, and 49 Vict. No. 54 ...	619	3	3
Third Rail Launceston and Western Railway, &c., 47 Vict. No. 36, and 49 Vict. No. 42.....	409	4	1
Parattah and Oatlands Railway, 47 Vict. No. 39, 49 Vict. No. 42, and 50 Vict. No. 24	926	15	0
Derwent Valley Railway, 47 Vict. No. 46, and 50 Vict. No. 24.....	63,268	15	1
Fingal Railway, 47 Vict. No. 46, and 50 Vict. No. 24	37,405	17	1
Launceston and Scottsdale Railway, 47 Vict. No. 46	117,755	5	6
Timber for Rolling Stock, 48 Vict. No. 46	803	15	0

	£	s.	d.
Green Ponds Railway, 49 Vict. No. 41.....	2207	1	10
Sorell Railway, 49 Vict. No. 41.....	639	11	10
Chudleigh Railway, 49 Vict. No. 41.....	476	14	2
North-Western Railway, 49 Vict. No. 41.....	2184	10	10
Miscellaneous Railway Works, 49 Vict. No. 42	42,861	2	2
Miscellaneous Railway Works, 50 Vict. No. 24	3918	10	2
Sidings and Accommodation Works, Supplementary Estimates	209	9	4

Railway Surveys.

Railway Surveys, 1884, 48 Vict. No. 43	140	18	1
Railway Surveys, 1885, 49 Vict. No. 48	5033	0	11
	<u>£513,529</u>	<u>10</u>	<u>1</u>

SCHEDULE B.

RECAPITULATION of Expenditure for Year ending 31st May, 1887.

	£	s.	d.
Under Public Works Acts.....	468,651	13	5
Waste Lands Acts	4833	16	9
Special Authorities of Governor in Council	1022	12	7
Roads Act.....	22,263	12	0
Ordinary Services, 1886	16,757	15	4
	<u>£513,529</u>	<u>10</u>	<u>1</u>

SCHEDULE C.

Expenditure as per Return of 31st May, 1886, under Public Works Acts £ 1,579,267 s. 5 d. 7

Less amounts transferred, as under :—

Transferred from—		Transferred to—		Amount.
Act.	Heading.	Act.	Heading.	
45 Vict., 26.	Invalid Depôt, Launceston.	50 Vict., 25.	Purchase of Land for Invalid Depôt, Launceston.	£ s. d. 1608 5 3
48 Vict., 46.	Survey for Water Supply for Mines.	50 Vict., 23.	Survey for Water Supply for Mines.	577 12 11
49 Vict., 46.	New Schools.	49 Vict., 15.	Education Act.	8 0 0
46 Vict., 22.	Mersey Railway.	Part amount of Credits, <i>vide</i> page 40.		1808 3 6
				4002 1 8
Corrected Net Total Expenditure under Public Works Acts from 1865 to 31st May, 1886				1,575,265 3 11
Expenditure under Public Works Acts as per Schedule B, from 1st June, 1886, to 31st May, 1887.....				468,651 13 5
Total Expenditure as per Schedule D, from 1865 to 31st May, 1887				£2,043,916 17 4

SCHEDULE D.

SUMMARY of Total Expenditure under Public Works Acts to 31st May, 1887.

	£	s.	d.
Under 29 Vict. Nos. 1 and 2	61,350	14	0
Sorell Causeway, under 29 Vict. Nos. 1 and 2, and 33 Vict. No. 17...	17,793	13	7
Under 31 Vict. No. 23, Public Works Act	30,885	0	9
31 Vict. No. 24, Public Works and Buildings.....	7135	14	8
31 Vict. No. 24, New Schools	3000	0	0
32 Vict. No. 22, Public Works and Buildings Act	4900	0	0
33 Vict. No. 16	3500	0	0
33 Vict. No. 17, Public Works Act (except Sorell Causeway given above).....	8760	19	4
34 Vict. No. 31, Public Buildings Act.....	4147	5	8
33 Vict. No. 2, Public Works Act	4288	12	11
37 Vict. No. 23, Electric Telegraph Act	7729	3	3
39 Vict. No. 22, Public Buildings Act	4521	1	4
40 Vict. No. 4, Public Works Act	19,399	12	9
41 Vict. No. 10, Public Works Construction Act	137,331	13	0
41 Vict. No. 11, Ditto.....	4356	13	2
44 Vict. No. 31, Main Roads Construction Act	47,203	13	7
44 Vict. No. 32, Public Works Construction Act	4119	17	5
44 Vict. No. 33, Public Buildings Erection Act	20,767	10	0
45 Vict. No. 4, Public Works Construction Act	13,796	19	4
45 Vict. No. 26, Launceston Invalid Depot Act			
45 Vict. No. 27, Public Schools Erection Act	15,645	2	3
45 Vict. No. 28, Public Buildings Erection Act	10,295	2	2
45 Vict. No. 30, Main Roads and Bridges Construction Act...	15,299	8	5
45 Vict. No. 31, Branch Roads Construction Act	95,654	4	3
45 Vict. No. 32, Branch Roads Construction Act	3851	5	10
45 Vict. No. 35, Public Works Construction Act	3855	17	1
46 Vict. No. 23, Main Roads and Bridges Construction Act...	19,768	4	6
46 Vict. No. 24, Branch Roads Construction Act	52,737	12	3
46 Vict. No. 25, Defence Works Execution Act	6662	12	6
46 Vict. No. 26, Public Works Construction Act	26,677	10	11
46 Vict. No. 27, Public Buildings Erection Act	22,032	11	7
46 Vict. No. 28, Public Schools Erection Act	30,135	3	1
46 Vict. No. 30, Hobart Rivulet Improvement Act	14,972	7	4
46 Vict. No. 31, Improvements of Streets, Hobart and Laun- ceston	10,000	0	0
46 Vict. No. 40, Immigration Act.....	196	14	6
46 Vict. No. 46, Public Works Construction Act	13,847	12	3
46 Vict. No. 48, Esk and Tamar Improvement Act	20,000	0	0
47 Vict. No. 30, Main Roads and Bridges Construction Act...	27,084	19	11
47 Vict. No. 31, Branch Roads and Bridges Construction Act...	59,497	13	6
47 Vict. No. 32, Public Buildings Erection Act	35,980	3	7
47 Vict. No. 33, Public Works Construction Act	22,958	16	6
47 Vict. No. 34, Public Works Construction Act	11,166	13	9
47 Vict. No. 35, Public Works Construction Act	2790	0	0
47 Vict. No. 37, Purchase of Land for Gaol.....	24	1	0
47 Vict. No. 38, Purchase of Land for Public Offices, Laun- ceston	10,801	8	9
48 Vict. No. 42, Land for Quarantine Stations Act.....	4581	0	6
48 Vict. No. 44, Main Roads and Bridges Construction Act...	8485	14	2
48 Vict. No. 45, Branch Roads and Bridges Construction Act...	55,646	19	9
48 Vict. No. 46, Public Works Construction Act	28,238	2	8
48 Vict. No. 47, Public Buildings Construction Act	9797	8	6
49 Vict. No. 15, Education Act.....	5863	2	11
49 Vict. No. 42, Public Works Execution Act.....	10,625	12	0
49 Vict. No. 43, Branch Roads and Bridges Construction Act...	39,025	0	8
49 Vict. No. 44, Public Works Construction Act	32,251	9	0
49 Vict. No. 45, Defence Works Execution Act	14,750	19	11
49 Vict. No. 46, Public Buildings Erection Act	17,320	12	10
49 Vict. No. 47, Main Roads and Bridges Construction Act...	11,513	2	6
49 Vict. No. 49, Tamar Improvements.....	4640	11	3
49 Vict. No. 50, Outlying Streets, Hobart and Launceston	2500	0	0
50 Vict. No. 21, Main Roads and Bridges Construction.....	1417	11	6
50 Vict. No. 22, Branch Roads and Bridges Construction	11,650	1	0
50 Vict. No. 23, Public Works Construction	4720	3	4
50 Vict. No. 24, Public Works Execution.....	5	9	6
50 Vict. No. 25, Public Buildings Erection	3028	9	0
50 Vict. No. 26, Tamar Improvements.....	156	1	5
50 Vict. No. 28, Streets, Hobart and Launceston.....			
50 Vict. No. 35, Public Works Appropriation	23	18	0

<i>Railways.</i>		£	s.	d.
Under 46 Vict. No. 22, and 49 Vict. No. 54, Mersey and Deloraine Railways Acts		186,555	14	4
47 Vict. No. 36, 49 Vict. No. 42, Third Rail, Launceston and Western Railway Acts		24,074	0	8
47 Vict. No. 39, 49 Vict. No. 42, and 50 Vict. No. 24, Parattah and Oatlands Railway Acts.....		11,583	14	3
47 Vict. No. 46, and 50 Vict. No. 24, Derwent Valley Railway Acts		154,118	17	5
47 Vict. No. 46, and 50 Vict. No. 24, Fingal Railway Acts...		175,019	10	5
47 Vict. No. 46, Launceston and Scottsdale Railway Act.....		216,119	6	5
48 Vict. No. 46, Timber for Rolling Stock		2044	13	11
49 Vict. No. 41, Green Ponds Railway Act.....		2243	14	5
49 Vict. No. 41, Sorell Railway Act.....		650	6	8
49 Vict. No. 41, Chudleigh Railway Act.....		495	4	7
49 Vict. No. 41, North Western Railway Act.....		2448	16	1
49 Vict. No. 42, Miscellaneous Railway Works.....		45,561	7	3
50 Vict. No. 24, Miscellaneous Railway Works		3918	10	2
<i>Railway Surveys.</i>				
46 Vict. No. 29, Railway Surveys Act.....		6108	6	3
48 Vict. No. 43, Railway Surveys Act		4017	11	2
49 Vict. No. 48, Railway Surveys Act		5792	2	3
TOTAL.....		£2,043,916	17	4

SCHEDULE E.

	£	s.	d.
Expenditure on various Public Works (in addition to that given in Schedule D.) from 1879 to 1886, authorised by Governor in Council...	33,673	9	1
Less amount transferred to 50 Vict. No. 23—			
Repairs to Roads and Bridges damaged by floods.....	449	15	8
Corrected Net Total from 1879 to 1886.....	£33,223	13	5
Since expended, as per Report	1022	12	7
TOTAL.....	£34,246	6	0

SCHEDULE F.

	£	s.	d.
Expenditure under provisions of the Waste Lands Acts, as per Return of 31st May, 1886	80,372	17	2
Less amount transferred from Total Expenditure :—			
Parish of Montagu	7	16	6
Corrected Net Total Expenditure to 31st May, 1886.....	80,365	0	8
Since expended as per Report.....	4833	16	9
Total Expenditure to 31st May, 1887	£85,198	17	5

SCHEDULE G.

TOTAL Expenditure to 31st May, 1887.—Recapitulation.

	£	s.	d.
Under Public Works—Schedule D.....	2,043,916	17	4
Supplementary Estimates—Schedule E.	34,246	6	0
Waste Lands Act—Schedule F.	85,198	17	5
Local Public Works Act, (liabilities taken over by 42 Vict. No. 19)....	31,482	15	8
TOTAL.....	£2,194,844	16	5

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