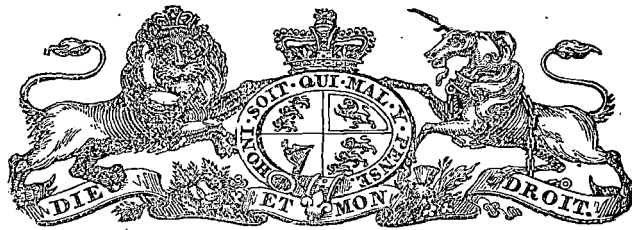


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1888.

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PARLIAMENT OF TASMANIA.

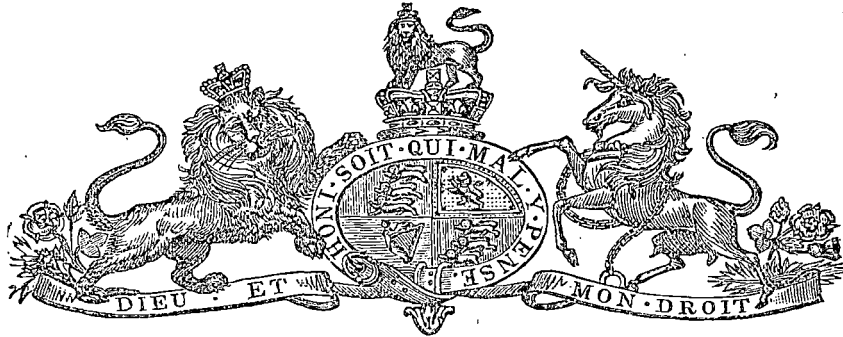
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DIVISION OF MUNICIPAL DISTRICTS :

REPORT FROM THE SELECT COMMITTEE, WITH MINUTES  
OF THE PROCEEDINGS, AND EVIDENCE.

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Brought up by Mr. Falkiner, and ordered by the House of Assembly to be  
printed, September 27, 1888.



*SELECT COMMITTEE appointed, on the 5th July, 1888, to review the present Division of the Colony into Municipal Districts, and to suggest such Alterations therein as to such Committee shall seem desirable: and, on the 14th September, 1888, empowered to extend their inquiry to the consideration of any questions dealing with the Boundaries of Municipal and Road Districts, the best mode of determining the same; and, if found practicable, to make a Recommendation as to the application of Municipal action to the whole of the Colony.*

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#### MEMBERS OF THE COMMITTEE.

THE HON. THE MINISTER OF LANDS.  
THE HON. NICHOLAS BROWN.  
MR. DOOLEY.  
MR. FENTON.

MR. PILLINGER.  
MR. LEWIS.  
MR. FALKINER (*Mover*).

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#### DAYS OF MEETING.

Friday, 6th July; Friday, 17th August; Thursday, 30th August; Wednesday, 5th September; Friday, 7th September; Thursday, 13th September; Friday, 14th September; Thursday, 20th September; Friday, 21st September; Friday, 28th September.

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#### WITNESSES EXAMINED.

Mr. R. M. Johnston, Government Statistician; Mr. Albert Reid, Chief Draftsman, Survey Office.

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## REPORT.

YOUR Committee have the honor to report that they have given their earnest attention to the question submitted to them; and having taken all available evidence relating thereto, beg now to submit the following recommendations for the consideration of your Honorable House:—

1. That the boundaries of all Municipal Districts should be coterminous with those of the Electoral Districts.
2. That, wherever practicable, it is desirable that the boundaries of any Municipal District should be so fixed as to ensure the possession by the District of a Valuation Roll amounting to not less than £20,000 per annum.
3. That every Municipal District with a Valuation Roll of not less than £20,000 should be compelled to adopt Municipal action.
4. That all Road Districts should comprise the whole or portion of one Municipality or Municipal District only, and that no boundary of a Road District should overlap the boundary of an Electoral District.
5. That all separate Road Districts should be Wards of the Municipality or Municipal District in which they are situated, for the purpose of apportioning expenditure; and where the foregoing principle has been adopted, the Municipal Council should be the Road Trust for the District, and in Municipal Districts there should be only one Road District.
6. That a Boundaries Board, to consist of three Members, be appointed to report to His Excellency the Governor in Council upon any application for alteration of the boundaries of Districts, the Government Statistician and the Chief Draftsman of the Survey Office to be two Members of such Board; and that no alteration should be made in any boundary until after the receipt of a Report from the Board on the proposed change.
7. It will be observed, on reference to the report of the proceedings of the Committee, that a series of questions was forwarded to all Wardens, Police Magistrates, and Chairmen of Road Trusts. Your Committee regret to find that the general purport of the replies received by the Committee to the query—whether “amalgamation of Road Districts, so as to make their boundaries coincide with those of the Municipal Districts, would injuriously affect the interests of the Ratepayers?”—is unfavourable to any interference with existing arrangements. But we believe that when it is clearly understood that it is not proposed to interfere with the boundaries of Road Districts in any such manner as might possibly involve an unfair distribution of the funds raised by rates within such Districts, many of the objections now urged will disappear. Many suggestions have been offered to your Committee by the Local Authorities as to alteration of boundaries which they deemed to be desirable. These suggestions will doubtless receive consideration in connection with the proposed Schedule to the Local Government Bill which is now before your Honorable House.

J. W. FALKINER, *Chairman.*

*Committee Room,  
21st September, 1888.*

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## M I N U T E S.

FRIDAY, JULY 6, 1888.

The Committee met at 3 p.m.

*Present.*—Mr. Dooley, Mr. Pillinger, Mr. Lewis, and Mr. Falkiner.

Mr. Falkiner was voted to the Chair.

Ordered, That the Statistician be requested to prepare a Return showing the estimated Population of each Municipal and Police District of Tasmania on 31st December, 1887, compiled on the basis of the Census of 3rd April, 1881; also giving Valuation of Property, the number of Members representing Electoral Districts in House of Assembly, approximately distributed.

Resolved, That the following questions be forwarded to all Wardens, Police Magistrates, and Chairmen of Road Trusts throughout the Colony :—

- 1st. Do you consider any alteration in the boundaries of your District necessary?
- 2nd. If so, specify precisely the portions you think should be included in or excluded from your District.
- 3rd. Name the Road Trusts wholly or in part within your Municipal District, giving the name of any Municipal District which may share a Road District with yours.
- 4th. In your opinion would amalgamation of Road Districts so as to make their boundaries coincide with those of the Municipal District injuriously affect the interests of the ratepayers.

The Committee adjourned *sine die*.

FRIDAY, AUGUST 17, 1888.

The Committee met at 11.30 A.M.

*Present.*—Hon. Nicholas Brown, Mr. Lewis, Mr. Pillinger, Mr. Dooley, and Mr. Falkiner (Chairman).

The Minutes of the last Meeting were read and confirmed.

The Committee Clerk tabled the following documents :—

- (1.) Statistician's Return showing estimated population of each Municipality and Police District of Tasmania on 31st December, 1887, compiled on the basis of the Census of April, 1881, Valuation of Property, &c. (Appendix A.)
- (2.) Plan showing proposed Municipal Districts, with Road Districts therein contained, &c. (Appendix.)
- (3.) Replies received to Questions from Police Magistrates, Wardens, and Chairmen of Road Trusts. (Appendix.)

Ordered, That plans showing the boundaries of the old Police Districts, the Registration and Electoral Districts, be laid on the Table.

Ordered, That Mr. R. M. Johnston, Government Statistician, be summoned to attend and give evidence before the Committee on Wednesday, the 22nd August, at 11 A.M.; to produce the plan showing the Registration.

The Committee adjourned at 12.30 P.M. until 11 A.M. on Thursday, the 30th August.

THURSDAY, AUGUST 30, 1888.

The Committee met at 11.30 A.M.

*Present.*—Mr. Dooley, Mr. Lewis, Mr. Pillinger, the Hon. Nicholas Brown, and Mr. Falkiner (Chairman.)

The Minutes of the last meeting were read and confirmed.

The following documents were tabled :—

1. Plan showing Electoral Districts.
2. Plan showing old Police Districts.
3. Plan showing Registration Districts.

Mr. R. M. Johnston, Government Statistician, was called in and examined.

Mr. Johnston withdrew.

Resolved, That Mr. Johnston be recalled and further examined on Wednesday, 5th instant.

At 1 P.M. the Committee adjourned till 11.30 A.M. on Wednesday, 5th September.

WEDNESDAY, SEPTEMBER 5, 1888

The Committee met at 11.30 A.M.

*Present.*—Hon. Minister of Lands, Hon. Nicholas J. Brown, Mr. Lewis, Mr. Dooley, Mr. Fenton, and Mr. Falkiner (Chairman.)

The Minutes of the last meeting were read and confirmed.

Mr. Albert Reid was called and examined

Mr. Reid withdrew.

The Chairman stated that Mr. Johnston would have the promised plans ready on the following day.

At 1 P.M. the Committee adjourned till 11 A.M. on Friday, 7 September.

FRIDAY, SEPTEMBER 7, 1888.

The Committee met at 11-30 A.M.

*Present.*—Hon. Nicholas Brown, Mr. Fenton, Mr. Dooley, Mr. Pillinger.

In the absence of the Chairman, Mr. Pillinger took the Chair.

Minutes of the previous meeting were read and confirmed.

Mr. R. M. Johnston was recalled and examined. He produced a map showing the boundaries of the Electoral Districts, and recommended, as the result of his investigation into the matter, that the Committee should adopt the Electoral Districts for Municipal purposes mainly, and that the subdivisions for Road Trusts and other purposes should be coterminous with the boundaries of Electoral Districts.

At 12-45 P.M. the Committee adjourned till 11-30 A.M. on Wednesday, 12th instant.

THURSDAY, SEPTEMBER 13, 1888.

The Committee met at 11-30 A.M.

*Present.*—Hon. Nicholas Brown, Mr. Dooley, Mr. Fenton, Mr. Pillinger, Mr. Falkiner (Chairman.)

The Minutes of the last meeting were read and confirmed.

Resolved,—1. That in the opinion of this Committee no Municipal District should exist with an annual roll of less than £20,000.

2. That the boundaries of all Municipal Districts should be coterminous with those of the Electoral Districts.

The following Resolution was read and discussed :—"That all Road Districts should comprise the whole or portion of one Municipality or Municipal District only, and that no boundary of a Road District should overlap the boundary of an Electoral District. All separate Road Districts should be Wards of the Municipality or Municipal District in which they are situated for the purpose of apportioning expenditure, and, where the foregoing principle has been adopted, the Municipal Council should be the Road Trust for the District; and in Municipal Districts there shall be only one Road Trust for the whole District."

At 1 P.M. the Committee adjourned till 12 noon on Friday, the 14th instant.

FRIDAY, SEPTEMBER 14, 1888.

The Committee met at 12 noon.

*Present.*—Hon. Nicholas Brown, Mr. Minister of Lands, Mr. Dooley, Mr. Lewis, Mr. Pillinger, and Mr. Falkiner (Chairman.)

The Minutes of the last meeting were read and confirmed.

Resolved. That the Chairman be requested to apply to the House for special instructions to extend the inquiry of the Committee to the consideration of any question dealing with the boundaries of Municipal Districts, the best mode of determining the same, and, if found practicable, to make a recommendation as to the application of Municipal action to the whole Colony.

At 1 P.M. the Committee adjourned till 12 noon on Thursday, the 20th instant.

THURSDAY, SEPTEMBER 20, 1888.

*Present.*—Hon. Nicholas Brown, Mr. Dooley, Mr. Minister of Lands, Mr. Pillinger, Mr. Falkiner, and Mr. Lewis.

The Minutes of the last meeting were read and confirmed.

Resolved, That in the opinion of this Committee it is desirable that a Boundaries Board, to consist of three members, should be appointed to report to the Governor upon any application for alteration of the boundaries of districts to the Governor in Council, the Government Statistician and the Chief Draftsman being two members of such Board, and that no alteration should be made in any boundary until after the report of the Board be received.

Resolved, That the boundaries of all Municipal Districts should be coterminous with those of the Electoral Districts.

Resolved, That all Road Districts should comprise the whole or portion of one Municipality or Municipal District only, and that no boundary of a Road District should overlap the boundary of an Electoral District.

Mr. Nicholas Brown moved the following Resolution :—"That in the opinion of this Committee all separate Road Districts should be Wards of the Municipality or Municipal District in which they are situated for the purpose of apportioning expenditure, and, where the foregoing principle has been adopted, the Municipal Council should be the Road Trust for the District, and in Municipal Districts there shall be only one Road Trust.

The Question having been put, the Committee divided :—

AYES.  
Mr. Braddon.  
Mr. Lewis.  
Mr. Dooley.  
Mr. Pillinger.

NOES.  
Mr. Falkiner.

And so it passed in the Affirmative.

Resolved, That in the opinion of this Committee every Municipal District with the necessary rating power should be compelled to adopt Municipal action.

Resolved, That the following Resolution, passed on the 13th instant, be rescinded.

"That in the opinion of this Committee no Municipal District should exist with an annual roll of less than £20,000."

Resolved, That in the opinion of this Committee it is desirable that wherever practicable the annual rateable value of any Municipal District should not be less than £20,000.

At 1 P.M. the Committee adjourned till 3 P.M. on Friday, the 21st instant.

FRIDAY, 21 SEPTEMBER, 1888.

The Committee met at 3 p.m.

*Present.*—Mr. Falkiner, Mr. Pillinger, Hon. Nicholas Brown (Chairman.)

The Minutes of the last meeting were read and confirmed.

The Draft Report was agreed to.

The Committee adjourned *sine die*.

FRIDAY, 28 SEPTEMBER, 1888.

The Committee met at 11 a.m.

*Present.*—The Hon. Nicholas Brown, Mr. Dooley, Mr. Fenton, Mr. Pillinger, Mr. Lewis, Mr. Falkiner (Chairman.)

The Minutes of the last meeting were read and confirmed.

The Chairman informed the Committee that the Report submitted to the House on the 21st had been referred back to the Committee for reconsideration.

The Committee having deliberated, it was resolved that the replies received to a series of questions forwarded to all Wardens, Police Magistrates, and Chairmen of Road Trusts throughout the Colony, be printed.—*Vide Appendix.*

The following new paragraph was agreed to, and added to the Report:—"It will be observed, on reference to the report of the proceedings of the Committee, that a series of questions was forwarded to all Wardens, Police Magistrates, and Chairmen of Road Trusts. Your Committee regret to find that the general purport of the replies received by the Committee to the query—whether "amalgamation of Road Districts, so as to make their boundaries coincide with those of the Municipal Districts, would injuriously affect the interests of the Ratepayers?"—is unfavourable to any interference with existing arrangements. But we believe that when it is clearly understood that it is not proposed to interfere with the boundaries of Road Districts in any such manner as might possibly involve an unfair distribution of the funds raised by rates within such Districts, many of the objections now urged will disappear. Many suggestions have been offered to your Committee by the Local Authorities as to alteration of boundaries which they deemed to be desirable. These suggestions will doubtless receive consideration in connection with the proposed Schedule to the Local Government Bill which is now before your Honorable House."

At 1 p.m. the Committee adjourned *sine die*.

## EVIDENCE.

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THURSDAY, AUGUST 30, 1888.

MR. ROBERT M. JOHNSTON, *called and examined.*

1. *By the Chairman.*—What position do you occupy? Government Statistician.
2. It is proposed that the municipalities should be of sufficient area and rateable value to enable them to be self-supporting—what rateable value in your opinion would gain that object? It would be difficult to make a rigid law for determining the boundaries of the larger districts; but no small district can be properly self-supporting unless it has an annual rateable value of property of at least £20,000. I have prepared a statement with diagram (produced), giving the amounts paid from the general revenue to existing municipal districts contrasted with the amounts expended as obtained from local sources. I have included everything received by Hobart and Launceston from Parliament, special votes for streets, such as Park-street, &c. These votes for streets, &c. would more properly correspond to aids to road trusts throughout the Colony rather than to existing aid to rural municipalities.
3. Do you think an annual value of £20,000 would be sufficient to make municipalities self-supporting? It should not be less than £20,000, but it would be difficult to fix any hard-and-fast rule. There would be two extremes to be avoided. If the districts are too small to enable them to obtain sufficient revenue to allow them to manage their own affairs, the necessary balance has to be made up from the general fund; and, whilst having the privilege of managing their own affairs, they obtain in some cases the greater part of necessary revenue from general revenue. The other difficulty, or extreme, is in having too large an area; for I do not think in all cases you could get a rateable value of £20,000 without making very large districts. Some of the districts now known as police districts are very sparsely populated, and to obtain £20,000 annual rateable value would require the inclusion of very large portions of the Colony. There might be reasons for making special exceptions to the general rule under such circumstances.
4. *By Mr. Dooley.*—If we adopted the principle of dividing the districts into wards, would not the objection you name be overcome? Yes; the objection would be met by having larger districts and dividing them into wards. You could divide the districts for voting purposes, but there should be no division for rating or for defraying the cost of machinery in carrying out the local government. A systematic way of preparing rolls is very necessary to the Government to obtain information for levying general taxes. There is no systematic plan now.
5. *By Mr. Brown.*—Could we find in the boundaries of registration districts a basis to work on as suggested? In most cases you would find registration districts agreeing with the larger system of electoral boundaries. Only in one or two cases has the harmony of boundaries been destroyed. The one should be a multiple of the other. Over-lapping boundaries should most certainly be avoided.
6. Taking the existing boundaries of the registration districts, with the alterations which you think necessary, could we work from them in the direction of sub-dividing?—Are they now, in your opinion, satisfactorily arranged for the purposes of registration, and could they be utilised for subdivision? The present boundaries of electoral, registration, and municipal districts should be coincident as far as possible. The division into self-sustaining larger municipalities might be attained by a careful combination of the smaller kinds of districts now in existence, or by the adoption of existing electoral, municipal, or police boundaries where favourable to the end in view.
7. *By Mr. Pillinger.*—What is the principle of the valuation assessment? The valuation of the property of any district can only be obtained from the assessment rolls of the municipality and police districts, and it is only because they were so nearly coincident that I was able to form a rough estimate of what would be contained in the electoral division.
8. Could you supply us with the values of the electoral districts? Yes; they were formerly approximately stated in the plans of electoral districts.
9. *By Mr. Dooley.*—In arriving at this conclusion do you consider the registration districts the unit to start with to compass the municipal districts or road trusts? I think it would be immaterial what you started with. I would incline to make road trust divisions the units or subdivisions of the larger boundaries. I think, when new boundaries are wished for, it would be well to adopt what I recommended to the Government in an unofficial way long ago—that is, that all boundaries, before being determined for any particular system—such as police district, road trust, rabbit trust, scab act, or registration—should be referred to a standing board composed of men acquainted with the country, to guide the Government and advise them in determining all boundaries. It would not matter whether you take road districts or registration districts for your basis so long as their aggregate corresponded exactly with the whole district of which they form the parts. No electoral district should be allowed to overlap municipal boundaries, and *vice versa*. I have long deplored that no attention was given to the recommendation I made in regard to this overlapping. If these great boundaries are not kept intact, you put the Statistician in the awkward situation of being forced to guess at certain information when needed, because overlapping and arbitrary divisions deprive him of the power to obtain the requisite information. In the north some of the Legislative Council Districts were arbitrarily torn away from the lines of electoral districts, and now, if information were wanted in those districts in regard to persons or property, I would be unable to determine it from available sources of information.
10. *By Mr. Lewis.*—To which district do you refer? I refer to the district of Mersey, which for some reason breaks up the Assembly electorates. An arbitrary boundary was made for the Mersey, dividing the

electoral districts, and now no information relative to persons or property in that district can be properly ascertained. No reliable estimate can be obtained from such broken districts. The same thing occurred in Kingborough. Had the consequences arising from such overlapping been foreseen, probably those overlapping arbitrary boundaries would not have been made.

11. Do you think that the alteration in the boundaries of these districts was a mistake? Decidedly yes, from a Statistician's point of view, as it prevents him from obtaining required information.

12. *By the Chairman.*—Will you furnish the Committee with a return or plan showing what in your opinion would be proper boundaries? Yes.

13. With regard to alteration and determination of new district boundaries, I would impress on the Committee that if such a board as I have already suggested be not formed, you may now make your boundaries and divisions as perfect as possible, but you will have confusion introduced if you allow any one person to alter them without regard to the harmony of relationship with other district boundaries. It will be impossible to preserve the harmonious relationship of various boundaries unless you have a standing board of advice, whose aim would be to make them work together. The board would not take the responsibility from the Government or Parliament; it would only be an advising board. It is probable, with the larger divisions; that the machinery would be more complete and less costly on the whole than now obtains in the smaller districts having local control; and therefore the revenue, with ordinary rates, may enable the districts to be self-supporting even where it might fall slightly under the suggested limit of £20,000. For the sake of getting natural or well defined boundaries it might be necessary to make the district slightly under or over £20,000.

14. Do you think it a good plan for the Government to give all the money expended by a municipality over the 9d. in the £ rate collected locally? My opinion in respect to that is answered by the fact that it is because they are small districts that they require such aid. If the divisions were larger such methods would not be required probably. I think it very objectionable that any local body should receive funds from the general government while retaining locally the whole control of the machinery. I think the principle should be that where State funds are expended there should be some amount of direct State control.

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**MR. ALBERT REID called and examined.**

15. *By the Chairman.*—What position do you occupy? Chief Draftsman in the Lands and Works Department.

16. It is proposed to alter the boundaries of municipal districts, and to have the boundaries for other districts amalgamated, and also to enlarge the municipal districts; can you give any advice on the subject? The great difficulty is to get the people immediately concerned to agree. Of course, to a great extent, the registration districts and the old electoral districts were the same; but when the new electoral districts were created the districts were enlarged and altered in accordance with Mr. Johnston's recommendations, his idea being to take the new boundaries as the basis and make the boundaries of all the districts assimilate. The road trust boundaries have generally been arranged without any reference to other boundaries, the object chiefly being to include certain roads, or portions of roads, in certain trusts, and boundaries are altered sometimes to take in certain roads.

17. *By Mr. Lewis.*—Would it be possible to make the road trust districts coterminous with the municipal or electoral districts; or is it essential that the boundaries should remain as they are? I am not sufficiently acquainted with the working of the road trusts to answer that question. I think the registration district boundaries are almost always coterminous with the electoral districts; although in some of the larger electoral districts there may be two or three registration districts, yet the outer boundaries are the same.

18. *By the Chairman.*—How were the new boundaries of municipal districts defined? Different circumstances had to be taken into account. For instance, it was found necessary to make police arrangements for Macquarie Harbour, and boundaries were made for that reason which had nothing whatever to do with electoral districts.

19. Does the same apply to Portland? The boundaries there were made the same as the electoral district, on the basis of population, but were afterwards altered for the convenience of police business in accordance with natural boundaries.

20. *By Mr. Brown.*—From your knowledge of the boundaries do you think it possible for any one to arrive at a subdivision of boundaries without a knowledge of local circumstances? No, I think not.

21. Do you think that knowledge of population or area, taken by itself, would be sufficient to enable any one to determine what would be the proper area for the various districts? I do not think the boundaries so arrived at would give satisfaction.

22. *By Mr. Lewis.*—Have you found any difficulty in your official experience owing to the complicated nature of the boundaries of different districts? The only difficulty that has come under my notice has been that in connection with the rabbit districts. Their boundaries were arranged, in most cases, on the basis of the electoral districts, and the difficulty is in getting returns of sheep and stock, the sheep districts under the Chief Inspector being identical with the municipal districts. From my experience, there has been no difficulty in dealing with the other districts.

23. Would it be an advantage if all these different districts throughout the Colony could have the same boundaries? Yes, a decided advantage.

24. Could it be managed? Yes, I think so.



25. Could you suggest how it could be done? I think the suggestion made by Mr. Johnston for the last two years—and the same was made by the late Mr. Sprent—is the best, namely, that a Board should be appointed to go into the whole matter and bring up a report thereon.

26. Do you mean a Board of experts? Yes.

27. Have you any further suggestion? No.

28. *By the Chairman.*—Would it be difficult for the Board to get the required information? I think not? They would have the Statistician's returns of population, revenue, &c. to guide them, and the required local information could be obtained.

29. *By Mr. Brown.*—Would it not be possible for a Board to obtain nearly all the requisite knowledge by examining the wardens and chairmen of the various road trusts? Yes, almost sufficient; but it would be a work of some time.

30. Do you consider that the better way to arrive at a direct result would be for the Committee to lay down the principle on which the subdivision should be made, and leave it to a board or commission to carry out that principle? Yes, that is my opinion.

31. *By Mr. Dooley.*—Do you think the districts should in every instance have sufficient revenue to be self-supporting? Yes.

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# APPENDIX A.

## MUNICIPALITIES.

*RETURN showing the Area, Revenue and Expenditure, the Rateable Property, and the Rates levied, in the several Municipalities in the Colony, in the Year 1886.*

NAME OF MUNICIPALITY.	When proclaimed.	Area.	Amount of Rates in the £ on Private Property.*	Month Rate levied.	No. of Properties rated.		Annual Value of Rateable Property.	Receipts. <sup>a,c</sup>	Expenditure. <sup>b,d</sup>	1886.	1885.	1884.
					Houses.	Other Properties.				From Government.	From Government.	From Government.
		Acres.					£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bothwell.....	22 Dec. 1862	297,065	8d.	April	97	172	20,894	822 18 1	850 12 11	48 9 0	32 4 3	38 8 3
Brighton .....	5 Oct. 1863	95,922	9d. & 3d.	April	46	375	13,136	799 11 6	941 10 6	—	107 3 2	50 0 0
Campbell Town .....	6 Aug. 1866	392,600	8d. & 8d. <sup>f</sup>	Jan.	133	337	26,336	1120 7 2	1106 5 0	—	—	—
Clarence .....	9 Oct. 1860	56,000	9d.	April	70	227	9772	893 8 5	911 8 6	451 14 2	750 3 0	429 13 2
Deloraine .....	3 Nov. 1863	376,000	8d. & 1d. <sup>h</sup>	Feb.	352	690	30,732	1271 15 7	1390 4 10	—	—	—
Evandale .....	9 Oct. 1865	255,000	8d.	Jan.	132	273	25,778	1084 2 3	1193 11 4	—	—	—
Fingal .....	5 Jan. 1863	657,000	9d. & 1d. <sup>h</sup>	Mar.	253	569	26,014	2054 19 1	1765 19 7	645 7 0	297 0 7	185 13 1
Glamorgan .....	23 Jan. 1860	439,000	9d. & 3d.	July	46	225	7055	816 19 8	876 18 6	416 1 8	385 4 4	418 5 2
Glenorchy .....	4 Oct. 1864	24,000	9d.	Mar.	297	136	11,280	778 2 6	853 19 4	300 0 0	270 19 5	301 4 7
Green Ponds .....	7 Mar. 1862	100,800	9d. 2d. & 1d. <sup>h</sup>	May	189	62	11,521	1149 5 9	1217 8 9	589 18 3	624 15 8	919 6 7
Hamilton .....	24 Aug. 1863	1,449,780	1s.	May	252	217	22,173	1260 2 6	1170 4 1	—	—	—
Hobart .....	22 Oct. 1857	1270	1s. 3d. & 9d. <sup>e</sup>	Feb.	4881	176	160,884	63,592 5 1	61,345 19 5	3610 16 3	13,285 14 10	19,879 19 1
Launceston.....	1 Nov. 1858	3440	1s. 5d., 9d. and 1s. 3d. <sup>f</sup>	Feb.	3218	235	111,747	38,782 0 1	38,439 7 9	4647 13 1	9461 5 7	7984 6 10
Longford .....	27 Jan. 1862	212,000	7d.	Mar.	721	234	36,918	1423 8 0	1642 17 9	—	—	—
New Norfolk .....	13 Feb. 1863	248,000	10d. <sup>g</sup>	June	178	647	16,249	1348 19 7	1410 19 1	381 6 1	346 4 4	331 17 11
Oatlands .....	29 Nov. 1861	369,000	7d. & 1½d. <sup>h</sup>	Mar.	466	351	35,245	1348 1 6	1350 19 1	—	—	—
Richmond .....	10 June, 1861	137,078	9d.	Mar.	160	363	16,111	1240 5 10	1246 7 8	432 16 4	388 10 0	331 19 1
Ross .....	26 Dec. 1862	178,000	7d.	Jan.	79	22	14,231	563 11 1	516 13 9	102 5 6	88 12 3	75 13 6
Sorell .....	26 May, 1862	180,500	9d. & 1d.	Mar.	126	380	13,543	1018 14 3	1030 13 1	250 18 6	218 3 4	222 1 11
Spring Bay .....	10 Sept. 1860	330,000	9d.	April	120	50	8544	762 3 9	872 4 10	318 1 3	378 18 5	300 0 0
Westbury .....	2 Nov. 1863	300,000	8d.	Jan.	425	674	35,703	1447 19 6	1487 4 11	—	—	—
TOTAL .....	—	6,102,455	—	—	12,241	6415	653,866	123,579 1 2	121,621 10 8	12,195 7 1	26,334 19 2	31,498 9 2

New Norfolk Waterworks Fund not included in above—Receipts, £152 10s.; Expenditure, £56 4s. 6d.

Outstanding Loans—Deloraine, £1150; Fingal, £1000; Hobart, £177,011; Launceston, £120,376; Oatlands, £1100; Westbury, £1800; Green Ponds, £120.

<sup>a</sup> Including detail of balances at the beginning of the year. <sup>b</sup> Including detail of balances at the close of the year. <sup>c</sup> Including the following amounts derived from Loans:—Hobart, £5228; Launceston, £6990. <sup>d</sup> Including repayment of Loans, as follows:—Hobart, £4350; Launceston, £5600. <sup>e</sup> Also, Water Rate—under £10, 12s. each house; between £10 and £40, 1s. 4d. in the £; over £40, 1s. 4d. in the £ on £40, and 1s. in the £ on the remainder. <sup>f</sup> Water Rate. <sup>g</sup> Also Water Rate, 2s. 6d. to 10s. per quarter, according to value of house and quantity of water required. <sup>h</sup> Building Rate for erection of Buildings.

\* By Act 48 Vict. No. 28, Sect. 64, the amount of rates in the £ on Crown Land is fixed at one-half of that on Private Property.

		£ s. d.			£ s. d.
1883	Grants in Aid for .....	6886 11 10	1885	Grants in Aid for .....	6500 14 0
1884	Ditto .....	5678 9 8	1886	Ditto .....	6262 19 1

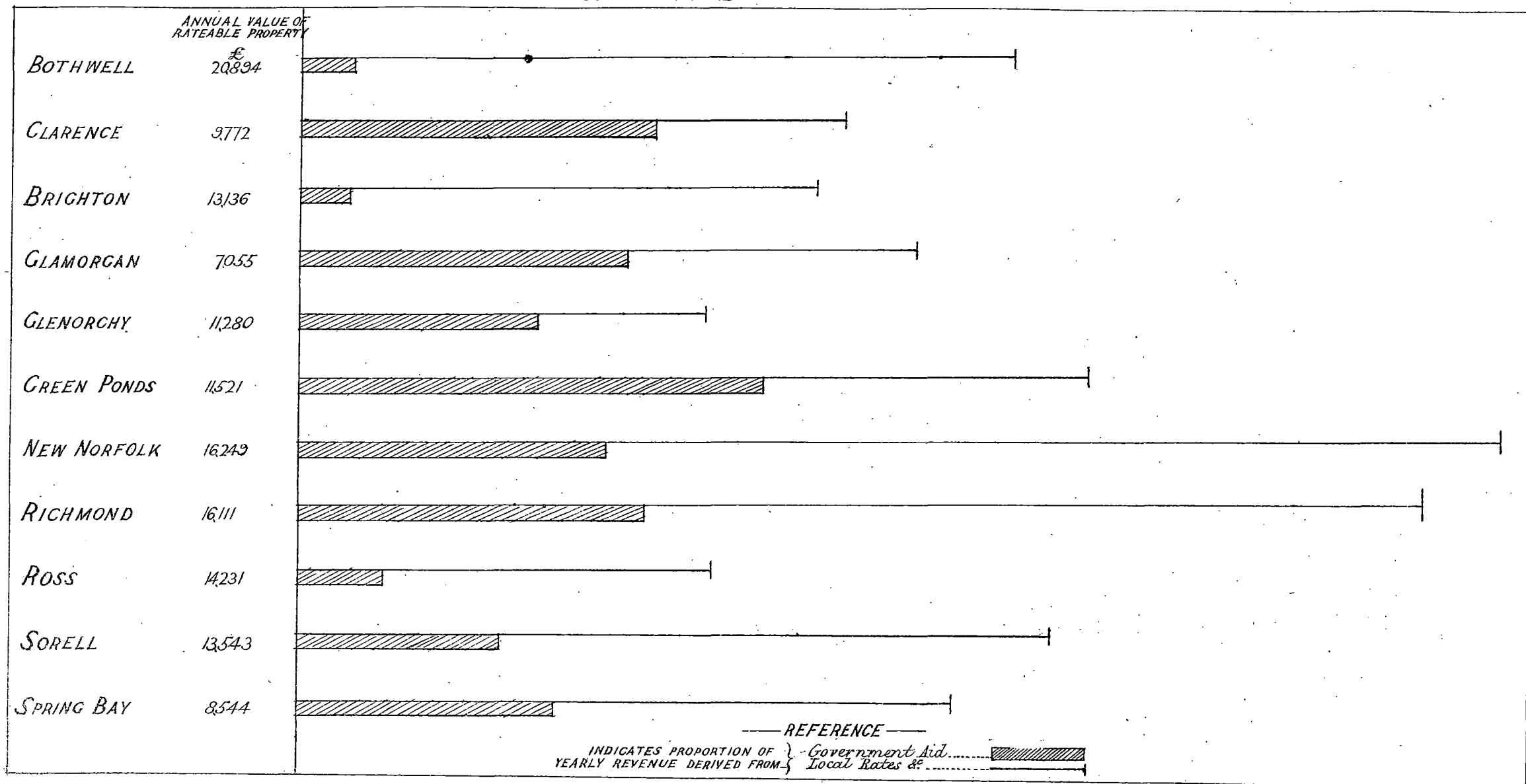
APPENDIX B.

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# GOVERNMENT AID TO MINOR MUNICIPALITIES

DIAGRAM SHOWING THE PROPORTION OF GOVERNMENT AID TO TOTAL MUNICIPAL REVENUE

## APPENDIX B



## APPENDIX C.

*CIRCULAR and Questions sent to Police Magistrates, Wardens, and Chairmen of Road Trusts, with Replies thereto.*

## CIRCULAR.

*House of Assembly, Hobart, 6th July, 1888.*

SIR,

A SELECT Committee of the House of Assembly is now engaged in reviewing the present division of the Colony into Municipal Districts.

By direction of the Chairman, I have the honor to request that you will, at your earliest convenience, forward me your replies to the enclosed questions, with any suggestions you may deem it necessary to make thereon.

I have the honor to be,

Sir,

Your obedient Servant,

HENRY T. MANING, *Clerk Assistant.*

1. Do you consider any alterations in the boundaries of your District desirable?
2. If so, specify precisely the portions that you think should be included in or excluded from your District.
3. Name the Road Trusts wholly or in part within your Municipal District, giving the name of any Municipal District which may share a Road District with yours.
4. In your opinion would amalgamation of Road Districts so as to make their boundaries coincide with those of the Municipal District injuriously affect the interests of the ratepayers?

## POLICE MAGISTRATES.

*Franklin.*

1. No.
2. No.
3. Part of Longley, Victoria, Upper Huon, Huon, Liverpool, Surges Bay, Port Esperance, Woodstock, Port Cygnet, Southport.
4. Having consulted a number of the most influential residents of the district, I am led to believe the amalgamation of Road Trusts will be injurious to the ratepayers. I am of opinion that should an amalgamation of Road Trusts take place, it would be necessary that a Central Board should be appointed, to which all others in the district would be subordinate.

A. H. BOYD, *Stipendiary Magistrate, Franklin.*  
16th July, 1888.

*George Town.*

1. It has long been obvious to me, and also to all the principal inhabitants in the portion of the district lying on the west side of the River Tamar, that the south and west boundaries of the Municipal District of George Town should be altered.

2. The somewhat populous settlements of Frankford, Winkleigh, Cotton's Hill, and Glengarry, although now included in the Westbury District, are situated from 18 to 20 miles distant from Westbury Township, whereas they are only from 5 to 8 miles distant from Beaconsfield. Cotton's Hill is less than 5 miles from the Town of Beaconsfield, but nearly 20 miles from the Town of Westbury; Frankford is about 8 miles from Beaconsfield, but 18 miles from Westbury; and Winkleigh and Glengarry occupy similar respective distances from Beaconsfield and Westbury. An arrangement more inconsistent and inconvenient for persons having police or public business to transact could scarcely be imagined than the present position of the boundary between the Westbury and George Town Districts. My opinion is supported by all the principal settlers in the localities concerned, as well as road trustees, &c. with whom I have communicated on this subject, that the boundary between the West Tamar portion of the George Town District and the Municipality of Westbury should be a line from East Arm, Port Sorell, by Franklin Rivulet and the main road from Frankford (including that road) to its junction with the Launceston road, and onwards to River Tamar; so as to include Frankford, Winkleigh, Cotton's Hill, Glengarry, &c. As regards that portion of the George Town District on the east side of the Tamar, I cannot ascertain any objection to its present eastern and southern boundaries.

Some of the inhabitants of Beaconsfield are desirous that the west side of the Tamar should be separated from the east side, and formed into a separate district; but it is obvious that it would be too small to constitute a district, and, moreover, such a proceeding would entail an unnecessary additional expense for separate establishments, police, &c.

3. On the west side of the River Tamar the Municipal District of George Town includes a portion of the Road District of West Tamar, and on the east side of the Tamar River the entire of the Road

Districts of George Town and Saltwood are included in the Municipal District of George Town. I cannot perceive or learn that any alteration of these is necessary or advisable.

4. A Road District would be better confined completely within one Municipal District, but should not certainly be imperatively co-extensive within it. It is, without doubt, injurious to ratepayers to have extensive Road Districts. They should be defined with reference to ratepayers, and number and position of necessary cross and by roads. Extensive road districts are fertile sources of discontent and unfairness of expenditure of rates. The present West Tamar Road District extends from the Cataract Bridge at Launceston north 35 or more miles, involving much inconvenience and discontent as to expenditure. I am supported by all concerned in the opinion that the boundaries I have indicated for the West Tamar portion of George Town would be the best for a Road District, including the whole of the George Town District lying on the west side of the Tamar, to be called the "Beaconsfield Road District."

H. M. GLOVER, *S.M.*, *George Town District.*  
*Launceston, 9th August, 1888.*

#### *Macquarie.*

1. I consider it would be desirable to make the Pieman River the northern boundary of this district.
2. The present boundary is an imaginary line in an easterly direction from Sandy Cape. The Pieman River would give a defined boundary, and the portion excluded could be added to Waratah without, I believe, inconveniencing that district.
3. No Road Trust in the district.
4. No Road District.

EDWARD H. FOWELL, *Stipendiary Magistrate, Strahan.*

#### *Port Sorell.*

1. The boundaries of the Municipal District of Latrobe were proclaimed by His Excellency the Governor (see *Gazette* 27th September, 1887, p. 1387.) They were re-defined on 19th March, 1888 (see *Gazette* 20th March, 1888, p. 587.) A number of petitions from landholders of the annual value of £20 have since been sent in under 44 Vict. No. 26, praying that their properties may be excluded from the Municipal District of Latrobe, and these are now under consideration.

2. Under above circumstances, I am not in a position to answer this question.

3. Part of Harford and Templeton (part in the Municipal District of Mersey), East Mersey, and Latrobe.

In the East Devon division of the Police District of Port Sorell the following Road Trusts are included:—West Mersey, Barrington, Kentish Plains, and Tarleton.

4. It is very desirable that district boundaries should coincide as far as possible for all purposes of local government, but the incidence of taxation and the expenditure of rates by the Road Trusts would render it difficult to make the boundaries coincide with those of municipal districts, which are liable to frequent re-definition. I understand the present boundaries have been practically settled by the ratepayers themselves, and this is probably the most satisfactory mode of defining them.

THOS. C. JUST, *Acting P.M.*  
14. 7. 88.

#### *Portland.*

1. No.
2. We have only two Road Trusts, the Portland and Gould's Country Road Trusts.
3. The two Trusts referred to take in the whole of the District of Portland, and I do not think need any alteration. Both Trusts appear to give satisfaction to the ratepayers.
4. I do not think an amalgamation of the Road Districts would be desirable.

HENRY DAWSON, *S.M.*, *Portland.*  
*St. Helen's, 12. 7. 88.*

#### *Ringarooma.*

1. I do not consider that any alteration in the boundaries of the district is desirable, as the present arrangement works very well.

3. Scottsdale, Ringarooma, Boobyalla, and Ellesmere Town Board.

4. Yes. I think that such an amalgamation would practically deprive the ratepayers in the outlying parts of this district, remote from the largest centres of population, of any voice or power in the levying or the expenditure of the rates, &c., as they would be outvoted in the elections of trustees; and, even should a trustee be secured for a division of the district, it would be found difficult to find persons willing to undertake the duties where a long distance, of, say, fifteen, twenty, or thirty miles each way should be travelled to attend meetings. Before the Ringarooma Road District was subdivided, complaints were general at the Moorina and Mount Cameron portions of it, that the rates collected in those localities were expended in the Upper Ringarooma part of the district, which led to the subdivision, and formation of the district of Boobyalla, there being no identity of interest between the former and the latter districts. Since then the new districts arrangements have worked very well, and no complaints are now made.

C. O'REILLY, *S.M.*  
13. 7. 88.

*Russell.*

1. Yes. I consider it highly desirable that the eastern boundary of the district should be a natural boundary, in place of, as at present, an imaginary line from Rocky Cape to Pyramid Hill. This line cuts up a number of farms in the Rocky Cape portion of the district, leaving portions of the same farm in the Emu Bay District and portions in Russell.

2. Until within a few years ago the eastern boundary of Russell was Sisters' Creek, and a line thence to the 42nd degree of latitude on the West Coast of Sisters' Creek is considered too far to the east. I would suggest the creek known as Campbell's Creek, and a line thence to the 42nd degree of latitude, or Pyramid Hill if desired. Another eastern boundary that has been suggested is Detention River, but as this would place the Rocky Cape farms in the Emu Bay District, although all their produce is shipped from Circular Head, I consider Campbell's Creek, to the east of these farms, as the preferable boundary.

3. Owing to the isolated position of the district no other Municipal District could share a Road District with it.

4. The Road and Municipal Districts are coterminous, and any amalgamation with other Road Districts would here be impracticable.

GEO. ANDERSON, *S.M., Stanley.*  
12. 7. 88.

*Selby.*

1. I do not.

3. St. Leonard's, Dorset, West Tamar, North Esk, Tankerville, Breadalbane, Turner's Marsh, and Carrick. Evandale and Westbury share a Road District with us already, in Breadalbane and Carrick respectively.

4. It would not. It would be an improvement.

ERNEST WHITFIELD, *Acting P.M., Selby.*

*South Longford.*

1. Yes.

2. The properties at Jackey's Creek, Warner's Creek, and Parishes of Noia and Parkham, which are easily accessible from Deloraine, are inaccessible from the other parts of the South Longford District. They are on the north side of the mountain range, and ought to be included in the Deloraine Municipality. The precise boundary line can only be defined by officers of the Lands Department.

3. The Great Lake Road District.

4. I cannot answer this question.

BERNARD SHAW, *Inspector of Police*  
and *Commissioner under the Act 28 Victoria, No. 8.*  
Hobart, 18th August, 1888.

## WARDENS OF MUNICIPALITIES.

*Bothwell.*

1. Certainly not.

3. The Great Lake Road Trust is partly, and the Bothwell Road Trust wholly, within the Municipal District. No other Municipal District may share a Road District with ours advantageously. The Bothwell Road District should, in justice, be extended so as to include all properties more immediately interested in the Bothwell roads.

4. Amalgamation considered most undesirable.

The above replies were adopted, after full discussion, at a Council meeting this 21st day of July, 1888.

A. M'DOWALL, *Warden.*

*Brighton.*

1. The various lots mentioned below are now more under the Police supervision of this district than Green Ponds, whilst the only road used is that through the Broadmarsh.

2. Parish of Pelham, two lots of 100 acres each, purchased by Bannister and Keating, Lot 1930; grants to Peter Murdock of 320 acres, and James Murdock of 100 acres; grants to T. Reynolds and W. Hodgson, 200 acres and 90 acres; also lot, in name of Reynolds and Hodgson, between the 90-acre lot and boundary of municipality.

W. GUNN, *Warden, Brighton.*  
17. 7. 88.

*Campbell Town.*

1. Yes, decidedly.

2. That portion of the Northern Macquarie Road District which is at present in the Municipality of Ross should be included.

3. The Northern Macquarie Road District is principally in this Municipality and partly in Ross Municipality.

4. No, decidedly not, but, on the contrary, would simplify matters.

THOS. LITTLECHILD, *Warden.*  
Campbell Town, 16th July, 1888.

*Clarence.*

1. Yes.
2. The boundaries of the Municipality as proclaimed in 1860.
3. South Arm, Clarence, and Cambridge wholly. No other Municipal District shares a Road District with any of ours.
4. This Council is of opinion that the interests of the ratepayers are better served under the present system.

HENRY LAMB, *Warden of Clarence.*

*Deloraine.*

1. Yes.
2. To include or annex that part of the Parish of Parkham which is included in the Assembly District of Deloraine, and also that part of the Parish of Noia, south of Jackey's Creek, which is also included in the Deloraine Assembly District, and, like that of Parkham, not included in the Municipality of Deloraine.
3. Exton Road Trust.—This is in Westbury Municipality, except a small area in Deloraine Municipality, which area should be in the Deloraine Road Trust. East Mersey, in Port Sorell Police District.—This Road Trust includes some four small properties and a small area in this Municipality, and which should be annexed to the Midhurst Road Trust. Kentishbury Road Trust.—This Trust includes the Parish of Rolands, which Parish is in this Municipality. At present I see no reason to advise any disturbance of the relations.
4. I do not think it would; but the configuration of the country may not admit of the coincidence of boundaries always.

ROBERT HALL, *Warden.*  
*Deloraine, 11th July, 1888.*

*Evandale.*

1. I am not aware of any alteration in the boundaries that would affect the present district with benefit thereto.
2. The greatest difficulty experienced is in the Municipal and Electoral Districts not being the same; notably, under the Rabbit Act great difficulty is experienced in getting returns, being the Electoral District, whereas under the Municipal District there would be none. Also, in making up the Rolls, where the Electoral District cuts into two or three Municipal or Police Districts there is much confusion.
3. North Esk, Breadalbane, Evandale.
4. I could not say; but the Road Trustees would give a much better opinion.

JOHN L. SMITH, *Warden, Evandale.*

*Fingal.*

1. I do not consider that any alteration is desirable.
3. St. Mary's, Fingal, St. Paul's, all within the District of Fingal.

*Glamorgan.*

1. These questions, Nos. 1 to 4 inclusive, were duly considered at a general meeting of the Council held on the 7th instant, when the unanimous opinion arrived at was that no alteration of any kind is desirable or necessary.

FRED. SHAW, *Warden.*  
*Council Chambers, Swansea, 8th August, 1888.*

*Green Ponds.*

1. No.
3. Not any.
4. The Road District coincides with our Municipal District. I cannot say how amalgamation would affect other districts.

ALFRED PAGE, *Warden, Green Ponds.*  
16. 7. 88.

*Glenorchy.*

1. No.
2. No.
3. South Glenorchy Road Trust, Sorell Creek Road Trust.
4. Am not prepared to say definitely; but think it could be arranged.

HAROLD S. P. WRIGHT, *Warden.*  
11th August, 1888.

*Hamilton.*

1. No. I have not heard of any complaints from ratepayers as to the boundaries of the district.
3. The Hamilton Road District is wholly, and the Upper Derwent Road District is in part, within the Municipality of Hamilton. The remaining portion of the latter road district is in the Municipality of New Norfolk.
4. I do not believe that the interests of the ratepayers would be improved by the amalgamation referred to.

JOHN KING, *Warden of Hamilton.*



*New Norfolk.*

1. No.
3. New Norfolk, Lower Derwent, South Bridgewater, and Glen Fern wholly. \* Upper Derwent in part only. North Bridgewater in part.
4. No; but the re-definition of the portion now belonging to the North Bridgewater Road Trust is very desirable.

G. F. HUSTON, *Warden.*  
14th July, 1888.

*Oatlands.*

1. No.
3. The boundaries of our Municipal and Road Trust Districts are coterminous. On the eastern side our roads are used by Spring Bay ratepayers, which is our only complaint; and as it is now proposed to spend £400 on our roads in that locality (by the Government under Proposed Local Works Scheme) we are satisfied.
4. Not if there is a power behind the Road Trust to compel the Trustees to lay out moneys where they are collected.

WILLIAM BURBURY, *Warden*

*Richmond.*

1. Yes.
2. The precise portions that I think should be included in this district are shown in the chart herewith, the blue line showing the desired amended boundary. It includes a small portion of the Sorell Municipality known as the Orielton estate, and a small portion of the Brighton Municipality, and it excludes Mount Direction, part of Grass Tree Hill, and Risdon, which I think should be included in the Clarence Municipality.
3. The Road Trusts wholly in these districts are the Richmond and Jerusalem Trusts. The Oatlands Road Trust is partly within it.
4. Yes.

WINSTON C. SIMMONS, *Warden.*

*Ross.*

1. Yes.
2. I think it would be well if the eastern boundary of the Ross Municipality was extended to the Glamorgan boundary, so that the road from Ross to the Windfalls, where it joins the road from Campbell Town to Swansea, could be put in order. No rates have been expended upon it for years, and it is much used. Also the southern boundary extended to Antill Ponds, and included the Mona Vale, Cassieford, and Trefusis properties; the last two have no legal outlet, but, by making fords, have easy access to the road along the eastern side of the Macquarie River, and which is now rarely used.
3. The Great Lake Road Trust.
4. Not so far as the Municipality of Ross is concerned.

*Sorell.*

1. No.
3. Upper Sorell, Lower Sorell, and Bream Creek.
4. The Council having considered this question, do not consider that any advantage would arise, so far as they can see, from any alteration in the present system.

WM. PEACOCK, *Warden.*  
12. 7. 88.

*Westbury.*

1. I am of opinion it would not be wise to alter the boundaries of this district.
2. No alteration.
3. Westbury Road Trust, Westwood Road Trust, Carrick Road Trust, Frankford Road Trust, Exton Road Trust (part in Deloraine Municipal District), West Tamar Road Trust (part in Selby Municipal District and part in Westbury Municipality.)
4. My experience as a Road Trustee for a period of thirty years is not in favour of amalgamating Road Districts. I think the interests of the ratepayers would be better served by allowing the boundaries of Road Districts to remain as at present.

DANIEL BURKE, *Warden, Westbury.*

## CHAIRMEN OF ROAD TRUSTS.

*Augusta.*

1. We do not consider any alteration in the boundaries of our District desirable. This is one of the oldest Road Districts in the Colony, has been fairly well worked, and does not prejudicially affect the interest of any other Road District.

\* The Upper Derwent Road District is partly in the Hamilton District.

3. This Road District is situate within the Police District of Hobart, a very small portion being in the Municipality of Glenorchy, the approach to which could not be conveniently obtained in any other way than by going through our district.

4. We are of opinion that the amalgamation of Road Districts so as to make their boundaries coterminous with those of Municipal Districts is not desirable; we believe the interests of ratepayers are better conserved under the present system, inasmuch as the larger areas would not be so equitably worked as where the interests are more concentrated.

R. HICKMAN, *Chairman Augusta Road Trust.*

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*Barrington.*

1. No, not at present.

4. My opinion is that small Road Trusts are preferable to very large Trusts, being more satisfactorily worked.

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*Bothwell.*

1. Yes, in the Road District, which should be extended. Not the Municipal, which does not admit of enlargement or contraction without doing injustice.

2. The Road District should be extended northerly so as to include the following properties, the traffic from which passes through this district:—Henry E. Gage, — Bisdée, late N. P. Allison's estate Maurice Weston, Messrs. Jones, and others.

3. Part of the Great Lake Road District is comprised in the Bothwell Municipality. A considerable portion should unquestionably be transferred to the Bothwell Road Trust, but not all, as some of the properties are owned by parties who do not benefit by the expenditure of rates. No other Municipal District could with propriety share in our interests.

4. It would, if the boundaries were made to coincide.

FREDK. M'DOWALL, *Chairman Bothwell Road Trust.*

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*Boobyalla.*

1. No.

3. Not a Municipal District. Bounded by the Ringarooma and Gould's Country Road District.

4. No; we have no trouble with boundaries. Roads now under the supervision of Road Trust should be made, and placed under the control of Main Road Boards. We rate ourselves at one shilling in the £, and this is not sufficient in districts such as this. If good roads were made, Road Trusts would maintain them without troubling the Government except for the pound for pound grant in aid.

J. W. WILKINS, *Chairman Boobyalla Road Trust.*

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*Bream Creek.*

1. No.

3. Three Trusts in Municipal District,—Upper Sorell, Lower Sorell, Bream Creek.

4. The Trustees are unanimously of opinion that amalgamation would injuriously affect the interests of the ratepayers.

RICHD. COPPING, *Chairman Bream Creek Road Trust.*

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*Broadmarsh.*

1. No.

2. No.

3. I believe the four Road Trusts are all in the boundaries of the Brighton Municipality.

4. I believe to amalgamate the whole of the Road Trusts under the Municipal Council would affect the ratepayers' interests to a serious degree. In the first place, the Council would have to employ a competent man to measure all the stone broken in heaps, and supervise all other road work, say at salary of £200. It would also be necessary to employ a Secretary at £150 a year, as under the Local Government Bill each part of the rates would have to be kept separate; besides the injustice it would entail on the roadmen working on the roads to travel, say 15 miles to get paid and sign the vouchers, and travel the same distance back, making a distance of 30 miles. Under the present management of the Trusts there is no necessity to employ anybody but a Collector of Rates at 5 per cent., as the ratepayers always elect the Trustees in each portion of the Road District to supervise those portions of the road in his District in which they live.

J. TONKS, *Chairman Broadmarsh Road Trust.*

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*Cambridge.*

1. Yes.

2. The boundaries of the Municipality as proclaimed in 1860.

3. Cambridge, Clarence, and South Arm wholly. No other Municipal District shares a Road District with any of ours.

4. This Trust is of opinion that the interests of the ratepayers are better served under the present system.

HENRY LAMB, *Chairman Cambridge Road Trust.*

*Chudleigh.*

1. I do not consider any alteration needed, as there have been several alterations where desirable to meet the wants of ratepayers.

3. Chudleigh Road Trust, Deloraine Road Trust, Midhurst Road Trust ; Exton Road Trust, part in the Municipalities of Deloraine and Westbury.

4. In some cases, I think, very much injury would arise and affect the interests of ratepayers, as, for instance, East Mersey Road District is in part of Deloraine Municipality ; also Kentishbury Road District. Their amalgamation would be very injurious.

JAMES LOVEJOY, *Chairman Chudleigh Road District.*  
*Deloraine, 14th July, 1888.*

*Clarence.*

1. Yes.

2. I think that the whole of the township of Bellerive should be included in the Clarence Road District. At present one portion is in the Cambridge Road District and one part in Clarence. It occasionally happens that our side of the street pays rates and the other side does not. I also think that the number of trustees ought to be increased.

3. South Arm, Cambridge, and Clarence Road Districts are within the Municipal District of Clarence.

4. I think that local people know their own wants best, and, as a rule, make the most of their money ; but I do not think amalgamation would injuriously affect the interests of the ratepayers, provided the number of trustees were increased so that each portion of the district would be fairly represented.

WILL. YOUNG, *Chairman Clarence Road Trust.*

*Carrick.*

1. I cannot see any benefit or necessity for altering the boundary of the Carrick Road District.

3. The Road Trusts wholly or in part within the Municipal District of Westbury are as under :— Exton, Westbury, Frankford, Westwood, Carrick, and two others. The Road District of Carrick is partly in the District of Selby and partly in the Municipality of Westbury. An amalgamation with the Road District of Selby would be very inadvisable, as the Districts of Selby and Carrick have no interests in common. It might, however, be beneficial to amalgamate with the Road District within the Municipality of Westbury, provided the conditions were favourable.

4. Since writing the above I have referred to the Local Government Bill, and find that boundaries of the Municipality of Westbury will be the boundary of the proposed Municipal District of Westbury. Consequently the eight miles of main road from Launceston to Hadsen, which is now in the Carrick Road District, would belong to the Municipal District of Selby if the Road Trusts within the District of Westbury were amalgamated, and, as I have remarked above, this would be very inadvisable, as the District of Selby is not interested in the Carrick main road, whilst the residents of the Westbury and Westwood Districts use this road for all traffic to Launceston except what goes by the railway. I am not conversant with the Road Districts of Exton and Frankford, but would suggest that if the Local Government Bill is carried out the whole of the Road District of Carrick should be included in the Municipal District of Westbury, so that this district, being most interested in the main road from Carrick to Launceston, should have the control of the same. Should the Local Government Bill become law, and an amalgamation of Road Trusts take place, it would be very desirable to divide the district into wards, or make it compulsory to expend the rates collected in each Road District within its own boundary.

T. W. MONDS, *Chairman Carrick Road Trust.*

*Deloraine.*

1. It is not essential that the boundaries of this district should be altered, although Exton Trust, and also Chudleigh Trust, come very near the township.

2. If any part of Exton Trust is added to this it would be as well to add the part that once belonged to it, although I think that trusts with an income and area such as the Deloraine are quite as large as it is desirable to have, for large trusts cannot get the supervision from trustees that it is well for them to have.

3. Deloraine, Chudleigh, and Midhurst, wholly ; Exton, part in this and part in the Westbury Municipal District.

4. Yes. The work could not be attended to unless by paid men or men who have no need to look after their own affairs, and consequently would have to be neglected. This, to my mind, is one of the worst features in the proposed Local Government Bill. It would saddle on men work that would not be attended to. Some men who are now doing good work on one or two boards would retire altogether, being too honest to undertake to do what they cannot do ; others again would undertake to do what they would never do. Besides, it is an insult to all other boards to abolish them in this way, and leave Municipal Councils in power. Abolish them too, and have a fresh election all round, unless those who are in the various councils are more competent, more honest, more diligent, more painstaking, or their social standing is such that they only are to be retained. As far as my knowledge goes, I would say leave well alone.

JONATHAN BEST, *Chairman Deloraine Road Trust.*

*Dorset.*

1. No.

3. Should it be decided to increase the boundaries of the Dorset Road District, the present boundary of this district on the south should remain, and the Turner's Marsh and Saltwood Districts taken in. It would not do to take in the West Tamar. The Turner's Marsh and Saltwood Road Districts ought to be amalgamated ; the two places are only about five miles apart.

4. Most decidedly. The Police District of Selby would take in the Dorset, the Turner's Marsh, Saltwood, North Esk (part), West Tamar (part), Carrick (part), and South Esk Road Trusts. This district would be far too large for any trust to look after, in fact they could not do so gratuitously, and there would not be that supervision by the trust that there is in the smaller districts, and an inspector would have to be employed, whose business it would be to look after the roads and report to the trust; and if the cost of this officer and payment to the members of the trust is taken into consideration, and loss of personal supervision by members is considered, the interests of ratepayers must be affected.

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*Esperance.*

4. The Trust is of opinion that amalgamation of the several Road Trusts would injuriously affect the interests of the ratepayers. The Esperance Road Trust are strongly opposed to the proposed Local Government Bill altogether, so deem any remarks they might make on questions 1, 2, and 3 superfluous.

A. E. DAVIS, *Chairman Esperance Road Trust.*

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*East Mersey.*

1. No.

3. None.

4. Yes, the Road Trust have for years been engaged in having the boundaries of the district reduced to the best workable extent, and have now succeeded in having a district that works perfectly well.

JOHN ROCKLIFF, *Chairman East Mersey Road Trust.*

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*Evandale.*

1. No.

*Note.*—This is the opinion of the majority of the Trust, but I think the Road District should be the same as the Municipal District.

3. Evandale Road Trust principally. Those Municipal Districts which share the Road District are as under:—Fingal, Perth, Breadalbane, North Esk.

4. Yes.

*Memo.*—This reply, as I before stated, is the opinion of the majority of the Trust, but I think the contrary.

R. R. REEVES, *Chairman Evandale Road Trust.*

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*Exton.*

1. I do not think it desirable.

3. No alteration.

3. The Exton Road Trust is part in Westbury Municipality and part in Deloraine Municipality.

4. I think it would. From my experience as a Road Trustee for a period extending over thirty years I am not in favour of amalgamating Road Districts; the ratepayers are more satisfied by having their money expended in their own localities under the supervision of Trustees elected by themselves.

DANIEL BURKE, *Chairman Exton Road Trust.*

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*Fingal.*

1. No.

3. Fingal, St. Mary's, and St. Paul's. The above are all within the Municipal District of Fingal.

4. Yes. Some 7 or 8 years ago the whole of the Fingal Road District was worked by the Glamorgan and Cornwall Road District under one set of trustees, which could never give satisfaction to the outlying portions of the district. Since the division into three separate trusts the roads have been better managed and more economically. The different portions of the Fingal District are too far apart for one set of trustees to look after all the roads satisfactorily. I am sure the ratepayers do not desire any change from that now in force.

JOHN M'KENZIE, *Chairman Fingal Road Trust.*

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*Forth.*

1. Yes.

2. While the western boundary should remain as at present, the eastern one should be altered to midway between the Don and Forth.

3. Templeton and Harford, East Mersey, Tarleton, West Mersey, Don, Forth, and Leven.

4. Yes, in the case of the Municipal District of Mersey. The idea should be rather to fix your municipal boundaries on the lines of large workable Road Districts. If the people define their own district I am certain they would be guided by the size of Road District rather than any other consideration. The district should not be so large as to require two road engineers, or the advantages of local government are to some extent lost. I would reply, therefore, in this manner,—that Municipal Districts should just include one large Road District; if necessary to amalgamate up to this point, it could be done without injury to the district.

J. M'CALL, *Chairman.*

*George Town.*

1. No.
4. No alteration or amalgamation recommended.

W. WARREN, *Chairman.*

*Glebe Town.*

1. I do not. The present boundaries are the best for the district, and are so considered by the residents.

2. I think they should remain as at present.

3. Glebe Town, although situated within the Municipal District of Glenorchy, is, for police and other such purposes, in the sub-District of Hobart. I believe that the Loinah, Augusta Road, and Sandy Bay Road Trusts are also in the same District, and are entirely separated therefrom by fully a mile in distance.

4. Most certainly amalgamation with other districts would be extremely prejudicial to the Glebe Town Road Trust, whose system is complete, within a small area, and readily supervised by the trustees and their clerk. A large sum of money has been raised and expended by the Town Board and Road Trust to the satisfaction of the ratepayers, who are all benefited thereby.

C. H. GRANT, *Chairman Glebe Town Road Trust.*

*Glen Fern.*

1. No.

3. New Norfolk, Upper Derwent, Lower Derwent, South Bridgewater, Glen Fern.

4. Most decidedly, so far as my own Trust is concerned. This Trust has been formed now four years. Prior to that this particular district had about £12 per annum doled out to it from the Upper Derwent Road Trust, with which at that time it was incorporated. Now the whole of the rates and Government subsidy, viz. £104 per annum, is spent in the district, and the Public Works Department have made good roads with money voted for the purpose by Government. It is downright unfair to throw the management of the Road Districts into the hands of a warden and council who most certainly were not elected by the road ratepayers for that purpose.

SYDNEY UNDERWOOD, *Captain,  
Chairman Glen Fern Road Trust.*

*Gordon.*

1. No.

3. Our Road District is in the Police District of Kingborough.

4. If this applies to Police Districts, it would.

F. H. WARD, *Chairman Gordon Road District.*

*Gould's Country.*

1. This circular was placed before the meeting of this Trust on 14th instant, and it was unanimously decided that no alteration was deemed advisable in the existing boundaries of this Road Trust.

3. This Trust is situated in the Police District of Portland, and does not join any Municipal District.

4. I am of opinion that the interests of the ratepayers would be seriously affected, and that the outlying roads would not receive their fair share of attention, as they are doing now under the existing Road Trust system.

THOS. HALEY, *Chairman Gould's Country Road Trust.*

*Green Ponds.*

1. No.

3. Not any.

4. The Road District coincides with our Municipal Districts, and I cannot say how amalgamation would affect other districts.

ALFRED PAGE, *Warden, Green Ponds.*  
16. 7. 88.

*Hamilton.*

I have already replied to the above questions as Warden of the Municipality of Hamilton.

JOHN KING, *Chairman Hamilton Road Trust.*

*Harford and Templeton.*

1. No ; we are perfectly satisfied with the defined boundaries of the Harford and Templeton Road District.

3. As petitions are now before Parliament praying that portions of the proposed Latrobe Municipality be still annexed to the Mersey Municipal District, it is not possible to answer this question until the vexed question is settled.

4. Yes ; in some instances the districts so created would be unworkable.

M. W. LOANE, *Chairman  
Harford and Templeton Road District.*

*Horton.*

1. Yes. The east boundary is at present defined by a line from Rocky Cape to Pyramid Hill. If this line ran from the 117-mile mark on the Bare Hills to Pyramid Hill the farms at Rocky Cape would not be cut up, leaving a portion in each district, as exists under the present arrangement.
2. Answered in question No. 1.
3. Horton.
4. There are no Road Districts to amalgamate in this Municipal District.

CHAS. THOS. SMITH, *Chairman Horton Road District.*

*Huon.*

1. No.
2. Answered by No. 1.
3. Victoria, Upper Huon, Huon, Liverpool, Surges Pay, Esperance, Southport, Port Cygnet, Woodstock, and part of Longley.
4. This Trust is of opinion that the amalgamation of Road Trusts would be injurious to interests of the ratepayers.

*Jerusalem.*

1. Yes. It would be advisable to extend the boundary of the Road District in a northerly direction, beginning at the north-west corner of the present boundary and extend on to Lake Tiberias, following the same round to railway line, crossing that and going south-easterly to Lot 216, thence on to Lot 306, including 50 acres purchased by R. Duggan, and thence to the present easterly boundary Jerusalem Railway Station.
3. Richmond Road District is wholly in the Municipality of Richmond, in conjunction with Jerusalem Road District.
4. Most certainly, as the traffic from the land from different parts of the Oatlands Municipality leads to the railway station, Jerusalem, it being the nearest and most convenient.

ALEX. ROBERTSON, *Chairman Jerusalem Road Trust.*

*Kentish Plains.*

1. Yes.
2. I consider that the boundary between the Municipal District of Latrobe ought to be the boundary on the north; thence from N.E. corner of John and T. W. Field's lot, 1322, thence along the River Mersey southwards, so that it may include the whole of the Electoral District of East Devon south of Sheffield; thence in a westerly direction to River Wilmot; thence along the east bank of said river to a point opposite land purchased by T. Woods, near River Forth, on the Kentish side of River Forth; thence by River Forth, from the east and west line between River Forth and Wilmot, to junction of the Wilmot and Forth Rivers; thence along north line of lots of A. Cocker and R. Mitchell; thence along north line of Mutual Fire Insurance Company's lot; thence to boundary of Latrobe Municipal District.  
I may state that this district is not anxious to include any portion of the Tarleton Road Trust; but if any alterations are made in that district, the boundaries set forth would be the most suitable for a Trust, and the lines would be just as convenient for Trusts on north side of this district. The reason that I have included a portion of the Midhurst Road Trust and Chudleigh Trust is that all the traffic from the portions included is through our district, and think the rates ought to go same way as the traffic. In portion included over the Forth the whole of their traffic will be through this district *via* bridge over the Forth, thence through Promised Land to Sheffield.
3. Think it is much better not to have one Trust in two Municipal Districts. My experience of the portion of this Road Trust now in the Municipality of Deloraine is that it would have been more convenient if it had all been in the Port Sorell district.
4. Do not think it wise to make municipal or municipalities into large Trust. If done, it would throw too much power into the town or large centres; but am of opinion that no Trust ought to be of less annual value than £5000.

JOHN HOPE, *Chairman Kentish Plains Road Trust.*

*Kingston.*

1. No.
3. (1.) Wellesley.—Proclaimed 16.4.88. Part in Kingborough and part in Queenborough. (2.) North Bruni.—All in Kingborough. (3.) Kingston.—All in Kingborough. (4.) Gordon.—All in Kingborough. (5.) Longley.—Part in Kingborough and part in Franklin.

*Lake River.*

1. Not at all desirable.
3. Longford Trust; we also join Campbell Town Municipality.
4. It certainly would, in our district.

*Latrobe.*

1. No; the boundaries as gazetted for the Municipal District of Latrobe require no alteration.
2. The boundaries as gazetted for the Municipal District of Latrobe would, if left so without alteration, be, in the opinion of the Latrobe Road Trust, quite sufficient for all purposes and requirements of the Act now before Parliament.

3. Latrobe and East Mersey Road Trust wholly within the Municipal District of Latrobe. Kentish, Tarleton, and Harford and Templeton partly within the Municipal District of Latrobe and partly within the Municipal District of Mersey.

4. In the opinion of the Latrobe Road Trust the whole of the Road Districts ought to coincide with the boundaries of Municipal Districts, for where large Road Districts are with portions of these districts in two municipalities, the towns return most members, and then the interest of ratepayers residing in the portion outside their Municipal District suffer; hence it would be advisable to make the boundaries coincide.

G. A. WAKEHAM, *Chairman Latrobe Road Trust.*

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*Leven.*

1. No.

3. Cannot say; I suppose we are in the District of Port Sorell. How many Road Trusts are in said District I do not know.

4. Yes. At present Road Trust funds are spent in the locality where the money is raised. In large districts it would be difficult to find men to undertake the onerous duties of trustee, on account of the distances to be travelled, time lost, and expense incurred. Also, those members living within easy distance of the place of meeting could generally work matters so that they would obtain an undue proportion of the funds to be expended. The above is also the opinion of my co-trustees.

THOS. M. CLERKE, *Chairman Leven Road Trust.*  
13th July, 1888.

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*Liverpool.*

1. No.

4. Yes.

O. GEEVES, *Chairman Liverpool Road Trust.*

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*Loinah.*

1. As a Road District, the boundaries have been found to suit well.

2. If any attempt is to be made to undertake the drainage of this portion of New Town, then the Loinah District, or so much of it as slopes to the New Town Rivulet and its small tributary creeks flowing by the Risdon Road, should be included with those portions of the Augusta Road and South Glenorchy Districts as have the same natural drainage outfalls. In this event that portion of the Loinah District, say from the crest of Swan's Hill which slopes towards Hobart, should be excluded from New Town Municipal District and included in the City of Hobart District.

3. In the Municipal District of New Town, so far as I am conversant with its boundaries, there are two Road Districts, "Loinah" and "Augusta." The Glebe District has, I think, been excluded, and created a Town Board District.

4. The Loinah Road Trust has worked so far satisfactorily, the ratepayers being by their action (or rather inaction) apparently quite content. It is not possible to say how the interests of the ratepayers would be affected, inasmuch as the boundaries of the proposed Municipal District are not known to me; but the experience of this district would seem to show that, whatever may be the future organization, it should include some provision (in the nature of Wards or Ridings) for securing the expenditure of the rates in the locality where raised, after the proportionate contribution has been made by the district to any main or principal road which is common to it and the contiguous districts. Care should also be taken that those localities which are developing the characteristics and needs of a town (such as portion of the Augusta Road District and the greater part, if not the whole, of Loinah) should not be hindered in their progress by too close an alliance with purely rural districts such as a portion of Augusta.

F. W. PIESSE, *Chairman Loinah Road Trust.*  
New Town, 19th July, 1888.

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*Longford.*

1. Yes.

2. The Perth and Lake River Road Trusts were originally part of the Longford Road Trust, and were separated without the consent of the Longford Road Trust, and we consider that they might again be justly included in the Longford Road Trust.

3. Lake River and Perth.

4. It would affect the Lake River District, as the ratepayers assess themselves only occasionally, and the Perth Road Trust the same, rarely assessing themselves above 3d.

W. H. D. ARCHER, *Chairman of Board.*

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*Longley.*

1. The Longley Road Trust decidedly objects to any such alteration being made, which would have the effect of removing the control and supervision of their numerous and almost impassable branch roads out of their hands, and, consequently, out of those of the ratepayers whom they represent.

2. None require specifying.

3. It is impossible to name any such, as there are no Municipal Districts anywhere near, and, in our opinion, the municipal system would be premature and impracticable at present in our very scattered district.

4. In our opinion such amalgamation would most injuriously affect the interests of the Longley rate-payers, and would be altogether a retrograde step, as the Longley Road District was only formed after strenuous opposition from the Victorian and Kingston Road District.

C. A. STUBBINGS, *Chairman.*

*Lower Derwent.*

1. It might be coterminous with the Municipal District of New Norfolk, on the left bank of the River Derwent.

2. I think that portion of the North Bridgewater Road District that encroaches on the New Norfolk Municipal District, on the left bank of the Derwent, might be included in the Lower Derwent Road District.

3. Lower Derwent, Glen Fern, and New Norfolk Road Districts are circumscribed by the New Norfolk Municipality. The Upper Derwent Road District, I think, extends into the Hamilton Municipality.

4. I know of a case in which the only natural outlet for a part of the Hamilton Municipality is through the Lower Derwent Road District in the New Norfolk Municipality. It is disconnected by miles of hill country from any by-road or main road in Hamilton Municipality, and, of course, an alteration in this and similar cases would be objectionable.

B. W. DEAN, *Chairman Lower Derwent Road Trust.*

*Midhurst.*

1. Yes.

2. That the River Mersey be the western boundary of the Midhurst Road Trust, and all lands now held west of the Mersey by that Trust to vest in the Kentish Trust, and, further, that the western boundary of the Municipal District of Deloraine be the River Mersey. This is a natural boundary, and only a matter of a little time, when it will have to be adopted in favour of the rising town of Sheffield, which will become a large municipality, the northern boundary of this Trust to be the present boundary of the Deloraine Municipality; this will be a relief to the East Devon Trust. The eastern boundary to remain as at present, but the parish of Parkham should be taken from the Westbury Municipal District and form part of the Deloraine Municipality. There is no means of communication between Parkham and Westbury but through Deloraine. Their police protection is derived from Deloraine. Parkham to Deloraine about 10 miles, to Westbury 20 miles.

3. Deloraine Road Trust, Midhurst Road Trust, Chudleigh Road Trust.

4. I consider that Road Districts can and should be worked within the municipal boundaries of the district. The hardships of enforcing this clause would be only momentary. This, and municipal elections by wards, would settle the Local Government Bill.

TERENCE M'MAHON, *Chairman Midhurst Road Trust.*

*Northern Macquarie.*

1. I do not think any alteration in the boundaries of the Northern Macquarie Road District desirable.

3. The Northern Macquarie Road District includes, I believe, the whole of the Municipality of Campbell Town and part of the Municipality of Ross.

4. Yes, in some cases.

JOHN TAYLOR, *Chairman Northern Macquarie Road Trust.*

*New Norfolk.*

1. No.

3. New Norfolk Road Trust, Lower Derwent Road Trust, Upper Derwent Road Trust, Glen Fern Road Trust, Bridgewater Road Trust, all within the Municipal District. North Bridgewater Road Trust, of the Brighton Municipality, shares a considerable portion of our Municipality, which it would be well to alter.

4. In my opinion a considerable saving of funds and an extended benefit would be given to ratepayers by an amalgamation in the manner suggested, always provided that the one managing body, whether Municipal or Road Board, has the services of a competent director of works, and the Board themselves fairly remunerated, which will tend to secure a class of representatives that the importance of the duties demands, but not otherwise.

J. G. BROWN, *Chairman.*

*North Esk.*

1. No.

3. This is not a Municipal District entirely.

4. Yes.

H. R. TRETHEWIE, *Chairman North Esk Road Trust.*

*Old Beach.*

1. Yes.

2. South-east portion, part of land granted to A. Patterson and Hugh Cassidy, marked on map as Hammond's Tier, 2326, should be included in Richmond Road District. The boundary of Old Beach Road District should be granted to William Gunn 792 and 935.

3. Broad Marsh, North Bridgewater, Old Beach, Tea Tree, (Richmond and Brighton Municipalities.)

4. As far as the Old Beach Trust is concerned, yes.



*Perth.*

1. No, not the boundaries, but the Main Road within the district might be handed over, and a sum allowed to keep it in repair, and not allow the loose metal and table drains and culverts to get into the dangerous state they were before Mr. Braddon came into office.

3. According to Walch's Almanac, 1888, page 290, first 3 lines, none. (1.) Supposing you mean Rural Municipality instead of Municipal District, as follows; viz.,—Longford Road Trust, Lake River Road Trust, Evandale Road Trust, St. Leonard's Road Trust, North Esk Road Trust. (2.) Municipality of Longford, Municipality of Evandale.

4. Yes, for the following reasons:—Formerly Perth Road District was part of Longford Road District, and had to pay a high rate, and not a shilling was expended in the Perth District, and the streets were in a deplorable condition.

ALFRED YOUL, *Chairman Perth Road Trust.*

*Queenborough Road Trust.*

1. Yes, by withdrawal of the Proctor's Road portion, which properly belongs to Ridgeway.

2. As above.

4. As far as Queenborough Road Trust is concerned, amalgamation with Sandy Bay or Ridgeway is undesirable to ratepayers, for following reasons:—

1. Sandy Bay and Queenborough have only recently been separated, because their interests were not identical, and the change has been a beneficial one to both Trusts.

2. There are no Cross or By Roads in the Queenborough Road District, and to rate residents who reside along the Main Road to Kingston, the said rates to be applied for the construction of streets in Upper Sandy Bay, would be manifestly unfair; and so to use the rates of Upper Sandy Bay to keep the Main Road in repair would be equally unjust.

The Main Road from Kingston is a simple highway used most by the people of Hobart and the people of Kingston and the outlying Districts. The properties along this highway are scattered, and not of sufficient value to produce rates to keep and maintain the road in anything like repair.

FRED. J. SALIER.

*Richmond.*

1. No.

3. Jerusalem Road Trust and Richmond Road Trust.

4. No, I do not think it would affect the interests of the ratepayers.

JOSEPH HODGSON, *Chairman Richmond Road Trust.*

*Ridgeway.*

1. Yes.

2. In answer to this question, please refer to the Petition at present before the Hon. Minister of Lands *re* the amalgamation of portion of Queenborough with the Ridgeway District.

3. No Municipal District in existence in this neighbourhood.

4. See answer to preceding question.

*Ringarooma.*

1. Yes.

2. The boundary of the district altered so as to run by summit of Mount Victoria to source of Cascade River, taking in Alberton and all the watershed on the Ringarooma side of the ranges, for the following reasons:—The high ranges between this district and that of Fingal form a natural boundary, and cause the traffic on this side to pass through Ringarooma, consequently all the country on this side of the ranges should be included in the Ringarooma Road District.

3. Not being a Municipal District, this question does not apply to us.

4. Any alterations other than those suggested in reply to question No. 2 would, in the opinion of the Trust, be most injurious to the interests of the ratepayers, as the Trust considers the district sufficiently large to be worked efficiently under one Trust.

CHRISTOPHER KRUSHKA, *Chairman Ringarooma Road Trust.*

*Scottsdale.*

1. Yes, the western boundary should be coterminus with that of the Municipal District.

2. *Vide ut supra.*

3. Scottsdale, Ringarooma, Boobyalla, Saltwood, Tankerville, North Esk.

4. Yes.

THOMAS CAMPBELL, *Chairman Scottsdale Road Trust.*

*Turner's Marsh.*

1. The Trustees do not think any alteration of the boundary desirable or necessary.

3. At present we are not in a Municipality, but in the Police District of Selby. The other Trusts in the same district are the Dorset Road Trust (Tankerville), Saltwood Road Trust (part only), Turner's Marsh Road Trust.

4. We are of opinion that any amalgamation of Road Districts would injuriously affect the interests of the ratepayers, inasmuch that, being so large, one body could not properly control them.

JOHN RICH, *Chairman Turner's Marsh Road Trust.*

*South Arm.*

1. No.

3. The following Road Trusts are in the Municipal District of Clarence:—Cambridge, Clarence, South Arm.

4. From 13 years' experience, since being divided from the Road Trust of Clarence, I find the roads in far better order and more economically and conveniently managed than previously.

To ensure justice being done to outlying country districts, if several Road Trusts are amalgamated, a large permanent staff of paid officers will be necessary. This, I am afraid, will swallow up a considerable part of the rates of the district.

GEO. GELLIBRAND, *Chairman South Arm Road Trust.*

*South Bridgewater.*

1. We do not.

4. It would be injurious to us, as we have suffered so much from the past, being connected with New Norfolk District.

JOHN DICKENSON, *Chairman.*

*South Glenorchy.*

1. No.

2. The boundaries of the District of South Glenorchy have been carefully made, and circumstances have not since altered.

3. Sorell Creek and South Glenorchy.

4. It would be very disadvantageous to the ratepayers of South Glenorchy to have the boundaries of the Road District extended to that of Glenorchy. I have deferred answering this until I had the opportunity of consulting the other Trustees. It is our unanimous opinion that all the ratepayers in the district would sign a petition deprecating any change, and we hope it will not be made. The same of the District of Sorell Creek.

G. A. WALLER, *Chairman of the Road Trusts of South Glenorchy and Sorell Creek.*

*Southport.*

1. Yes.

2. The Recherche District should be included—South Cape to Esperance River.

4. If the money collected within the present Trust boundaries, with the subsidy, was expended therein the amalgamation would be a decided benefit.

JOHN HAY, No. 3, *Chairman Southport Road Trust.*

*St. Mary's.*

1. Yes.

2. The St. Mary's Road District at present extends to the Township Creek, Fingal, or to the boundary of the Township itself. The St. Mary's Trust consequently has control of that road within less than a mile of the centre of the Fingal Road District.

The Trust would suggest that Malahide boundary—that is, the boundary between Malahide and Frodsley—should be the boundary of the Fingal and St. Mary's Road Districts. This would be 5 miles from Fingal and  $7\frac{1}{2}$  miles from St. Mary's. The suggested alteration would also do away with the necessity for dividing the road rate for Malahide Estate as at present. Fingal would then take the whole.

3. St. Mary's, Fingal, St. Paul's, all wholly within the District.

4. Boundaries do coincide.

JOHN STEEL, *Chairman St. Mary's Road Trust.*

*Sorell Creek.*

1. A slight alteration is desirable in the boundary of the Sorell Creek Road District.

2. That is, to add to the District a small part of the New Norfolk Road District, near Collins' Cap, to which roads have been lately made to the main road passing through our district.

3. The Glenorchy Municipal District contains the Road Districts of Sorell Creek and South Glenorchy. A large part of the Municipal District is not in any road district.

4. I think it would injuriously affect the ratepayers of Sorell Creek to make its boundaries coincide with Glenorchy.

G. ARTHUR WALLER,  
*Chairman of the Road Districts of Sorell Creek and South Glenorchy.*

*Southern Macquarie.*

1. Yes.

2. East—Lands belonging to Charlton, Syndal, Beaufront, and Camelford, for the following reasons:—That the road from Ross to the Windfalls should have the rates expended on it. These are now in the Campbell Town District, and have no interest in the road, and only levy the rates, which they do not expend on the road. This is the road to all the timbered area of the Ross District. In my opinion, the main road from the East Coast ought to have come to Ross, as all stock from the east are trained from the Ross Station, and it is more convenient for passengers, as the trains pass at Ross.

South—Mona Vale, Cassiford, and Trefusis: The two latter places have no legal road, as far as I am aware, to any place. They could both be connected by good fords with the road along the east side of the Macquarie River, and which they now more or less use, and the rates from these properties would.

greatly assist in making a good road. They pay their rates into Oatlands, and receive no return. I would further add, in case of a redivision of boundaries of Municipalities, that the Ross southern boundary should go as far as Antill Ponds and include the properties mentioned above. The boundary should be also extended on the east.

3. None, with the exception of the Great Lake Road Trust.
4. I believe not, as far as this Municipality is concerned.

THOS. RIGGALL.

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*St. Leonard's.*

1. No.
3. None.
4. Yes.

WILLIAM GRUBB, *Chairman.*

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*St. Paul's.*

1. No.
2. Answered above.
3. In Municipality of Fingal; wholly, Fingal Road Trust; wholly, St. Mary's Road Trust; wholly, St. Paul's Road Trust. A small portion of the above Municipality in Evandale Road District.
4. Yes; expenses would be increased for supervision, &c. other than the moneys actually expended on roads.

ROBERT WARDLAW, *Chairman St. Paul's Road Trust.*

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*Surges Bay.*

1. Yes.
2. The north boundary, which divides our district from Liverpool District. We wish to have more scope given in our district by extending back, taking lots taken up by Geeves, Hoskins, and Green.
3. Not any.
4. Yes, in my opinion.

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*Table Cape.*

1. Yes; I think the western boundary should be extended to 117 mile-post. If a line were surveyed from Bass's Straits to touch the 117 mile-post, and thence south-westerly, it would, I think, meet the wishes of both the Table Cape and Horton Trusts.
3. Waratah, Emu Bay, and Table Cape.
4. I think so.

C. J. MACKENZIE, *Chairman.*

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*Tankerville Road Trust.*

1. No; amalgamation with other Trusts would be injurious to us.
4. Yes; answered in No. 1 question.

E. KOWARZIK, *Tankerville Road Trust.*  
*Lilydale, 27th July, 1888.*

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*Tasman's Peninsula Road Trust.*

1. None whatever.
4. In our case, amalgamation would be very injurious to this District, we being quite distinct from any other District.

D. VICARY, *Chairman Tasman's Peninsula Road Trust.*

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*Tea Tree Road Trust.*

1. I feel an injustice would be done if any alteration were made.
3. The greater portion of the Tea Tree Road District is in the Brighton Municipality, but includes a portion of the Richmond Municipality.
4. To amalgamate the Tea Tree Road District with any other District would be a cruel injustice to the ratepayers, for since the formation of this District the maximum rate of one shilling in the pound has been levied, and the whole of the official work has been done by the Trustees without any remuneration, so as to economise the funds to be expended upon the roads; and in one year hence our roads will be perfect coach roads, and the landholders are looking forward to being relieved from this tax; and seeing there are three other Trusts in the Brighton Municipality in which there are many roads that will take years to perfect under the present system, I submit it would be unjust, after completing our own roads, to be taxed to construct the roads of other portions of the Municipality who have had the same means at their command as we have,—viz., to tax themselves.

JOSEPH BARWICK, *Chairman Tea Tree Road Trust.*

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*Upper Huon Road Trust.*

1. No; we do not wish for any alteration.
4. Yes; we believe the ratepayers would be affected.

*Upper Sorell.*

1. No.
3. Upper Sorell, Lower Sorell, Bream Creek. No advantage would arise from any alteration.
4. The outside boundaries of the Road Districts named above already coincide with the limits of the Municipality.

GEO. MARSHALL, *Chairman Upper Sorell Road Trust.*

*Woodstock.*

1. No.
4. We certainly think it would ; and we also think that large Road Districts are a mistake.

FREDK. HARRISON, *Chairman Woodstock Road Trust.*

*Waratah.*

1. No.
3. Under the Local Government Bill now before Parliament, the Road Districts of Emu Bay, Table Cape, and Waratah will be included in the Municipal District of Emu Bay.
4. Ratepayers would be injured if the Road District of Waratah is included in the Municipal District of Emu Bay, inasmuch as Waratah is situated 47 miles from Burnie and 45 miles from Wynyard, and also power invested in the hands of ratepayers on the Coast.

C. H. HALL, *Chairman Waratah Road Trust.*  
Waratah—23. 7. 88.

*Wellesley.*

1. No.
3. The Road District of Wellesley comprises the Districts lately included in the Districts of Leslie and Wellington Hamlets, amalgamated by Proclamation, 16th April, 1888. In the Police District of Hobart. It is not considered that any further amalgamation with this District is advisable, nor would it be of advantage to the interests of the ratepayers.

By Order,

W. T. BRAY, *Secretary.*

*Westwood.*

1. Not any, unless amalgamated to comprise all Road Districts within the Westbury Municipality.
2. The Westwood Road District works satisfactorily. The only alteration I would suggest is amalgamation, so that greater supervision might be given, and more economically managed, with one competent person, instead of being divided, as at present, amongst so many Trusts, each having different collectors, treasurers, and overseers.
3. Westbury ; Exton ; Frankford ; Westwood ; Carrick, partly in the Westbury Municipality and partly within the Selby Police District ; West Tamar Road District, partly in the Westbury Municipality and partly within the Selby Police District.
4. According to the present boundary of the Westbury Municipality, it would injuriously affect the interests of the ratepayers. I would suggest that portion of the Carrick Road District, now in the Selby Police District, should be included within the boundary of the Westbury Municipality as a Road District ; and that portion of the West Tamar Road District, at present within the Westbury Municipality, known as Winkleigh and Glengarry, should be included in the Selby Road District. If such amalgamation takes place, I would suggest the desirability of dividing the Municipality into wards, so that each portion would be fairly represented.

JOHN MILLAR, *Chairman Westwood Road Trust.*

*West Tamar.*

1. From the great length of the West Tamar Road District, and consequent difficulty in properly working it, a division into two portions would be advantageous.
2. It would be desirable to divide the present district into two portions, or separate Trusts, one part extending from Launceston to about the Supply River, the other from thence to the northern and north-western boundaries, including the Town of Beaconsfield. It would also be advantageous, and meet the reasonable wishes of many ratepayers, if a portion of the Westbury and Frankford Districts were brought within the West Tamar District,—Launceston and Beaconsfield being the towns where their business is transacted. This will apply with greater force with respect to the Municipal or Police Districts, it being a great inconvenience to ratepayers, where business is only with Launceston and Beaconsfield, to have their Police or Municipal centre at Westbury.
3. The West Tamar District is not Municipal. There is only one Road Trust ; and no amalgamation or sharing with other Trusts would be advantageous. The inclusion of a small portion of the Westbury and Frankford Districts, according to nature of country, position of roads, and convenience of ratepayers, would, as before indicated, be advantageous.
4. Referring specially to the West Tamar District, the only adjoining Municipal District is Westbury, excluding Launceston Municipal District, which only includes the town. An amalgamation with the Westbury District would be highly injurious, and most prejudicial to the interests of the whole of the West Tamar ratepayers, both with respect to road and police matters.

J. W. THOMAS, *Chairman West Tamar Road Trust*

## APPENDIX D.

## PROPOSED MUNICIPAL DISTRICTS.

*COMPOSED of units forming Road Trusts; the aggregate of each group of Road Trusts forming the Municipal Division. These Municipal Divisions in all cases either identical with Electoral Districts, or forming harmonious sub-divisions in relation to each other.*

	Rateable Property value.			Rateable Property value.			
	£	£		£	£		
<b>Wellington—</b>							
R.T. Horton .....	6568		<b>Campbell Town—</b>				
" Table Cape .....	5663		R.T. North Macquarie* .....	26,335			
" Emu Bay .....	5655		" South Macquarie.....	11,900			
" Waratah.....	9247				38,235		
		27,133					
<b>West Devon—</b>							
R.T. Leven .....	3630		<b>CUMBERLAND.</b>	{	<b>Bothwell—</b>		
" Forth* .....	8773				R.T. Great Lake* .....	11,251	
" Don .....	3843				" Bothwell* .....	19,022	
		16,246			30,273		
<b>East Devon—</b>							
R.T. West Mersey .....	2792		{	<b>Hamilton—</b>	R.T. Hamilton .....	26,007	
" East Mersey .....	3270				" (Part) Upper Derwent.	1670	
" Harford and Templeton.....	6444					27,677	
" (Part) Frankford .....	417						
" Tarleton .....	2606		<b>Brighton—</b>				
" Kentish Plains* .....	5978		R.T. Green Ponds .....	11,521			
" Latrobe.....	4902		" Jerusalem.....	4171			
		26,409	" Broadmarsh .....	3600			
<b>Deloraine—</b>						" (Part) Tea Tree* .....	1909
R.T. Midhurst* .....	7946		" (Part) Bridgewater .....	1286			
" Deloraine* .....	9265				22,487		
" Chudleigh* .....	11,031		<b>Oatlands—</b>				
		28,242	R.T. Oatlands .....	35,240			
<b>Westbury—</b>							35,240
R.T. Westbury* .....	19,989		<b>Glamorgan—</b>				
" (Part) Carrick* .....	2000		R.T. Glamorgan .....	7089			
" Westwood* .....	5309		" Spring Bay .....	8544			
" (Part) Frankford* .....	400				15,633		
		27,698	<b>Richmond—</b>				
<b>Longford &amp; Cressy—</b>						R.T. Jerusalem .....	4171
R.T. (Part) Carrick* .....	2339		" Richmond .....	11,761			
" Longford* .....	28,732		" Cambridge .....	3412			
" Lake River* .....	5770				19,344		
" (Part) Perth* .....	3252		<b>Sorell—</b>				
		40,093	R.T. Upper Sorell .....	7013			
<b>Launceston .....</b>						" Lower Sorell .....	3398
		115,081	" Bream Creek .....	2942			
<b>Evandale—</b>						" Clarence .....	5218
R.T. St. Leonard's* .....	3480		" Tasman's Peninsula .....	2121			
" Breadalbane* .....	292				20,692		
" Evandale* .....	20,125		<b>New Norfolk and Glenorchy—</b>				
" (Part) Perth* .....	3000		R.T. Upper Derwent.....	3500			
" (Part) North Esk* .....	6000		" South Bridgewater.....	632			
		32,897	" Glenfern .....				
<b>Selby—</b>						" New Norfolk .....	6002
R.T. (Part) North Esk .....	1143		" Sorell Creek.....	1595			
" Dorset .....	6556		" South Glenorchy .....	3705			
" Tankerville .....	1616		" Augusta .....	5801			
" Turner's Marsh .....	1379		" Loinah .....	6263			
" (Part) West Tamar .....	276				27,498		
		10,970	<b>Hobart .....</b>				
<b>George Town—</b>							162,859
R.T. George Town*.....	3709		<b>Kingborough—</b>				
" Saltwood* .....	2574		R.T. Ridgeway.....	479			
" (Part) West Tamar* .....	276		" Wellesley .....				
		6559	" Longley .....	665			
<b>Ringarooma—</b>						" Queenborough.....	3925
R.T. Ringarooma* .....	4807		" Victoria.....	1447			
" Scottsdale* .....	5280		" Kingston .....	3558			
" Boobyalla* .....	6776		" Woodstock.....	467			
" (Part) Gould's Country* ...	3000		" Port Cygnet .....	3000			
		19,863	" Gordon .....	1529			
<b>Fingal—</b>							15,070
R.T. Fingal* .....	6739		<b>Franklin—</b>				
" St. Paul's* .....	7061		R.T. Huon .....	3240			
" St. Mary's .....	8692		" Upper Huon .....	772			
" Portland .....	2496		" Liverpool .....	1418			
" (Part) Gould's Country .....	3000		" Surges Bay .....	419			
		27,988	" Esperance.....	735			
			" Southport .....	755			
					7339		

## APPENDIX E.

*RETURN showing the estimated Population of each Municipal and Police District of Tasmania on 31st December, 1887, compiled on the basis of the Census of 3rd April, 1881; also giving Valuation of Property. The number of Members representing Electoral Districts in House of Assembly are approximately distributed.*

<i>Name of District.</i>	<i>No. of Members, approximately.</i>	<i>Population.</i>	<i>Valuation of Property.</i>	
	NO.	NO.	£	
Evandale .....	1	2884	25,489	
Fingal .....	1	2739	26,577	
Launceston (Town) .....	4	15,703	115,081	
George Town .....	1	} 8861	12,666	{
Portland .....	1		8100	
Ringarooma .....	1		17,515	
Selby .....	1		30,341	
Westbury .....	1	6644	35,896	
<i>Total N.E. Division .....</i>	10	42,942	271,665	
Deloraine .....	1	5081	30,975	
Emu Bay .....	} 5	3841	20,973	
Port Sorell .....		11,235	45,521	
Russell .....		2026	6615	
<i>Total N.W. Division .....</i>	6	22,183	104,084	
Bothwell .....	...	1292	20,952	Member for Cumberland, (E. District—vide Hamilton)
Campbell Town .....	1	2456	26,020	
Green Ponds .....	...	1575	11,533	Member for Brighton, (E. District.)
Hamilton .....	} 1	2291	22,353	{ Member for Cumberland.
Macquarie .....			325	
Longford .....	2	5549	39,564	Including Cressy (E. Dist.)
Longford (South) .....	...	226	8194	Member for Cumberland.
Oatlands .....	1	3720	35,171	
Ross .....	...	926	14,157	Member for Campbell Town.
<i>Total Midland Division .....</i>	5	18,035	178,269	
Brighton .....	1	2496	13,018	Includes Green Ponds. Member for Sorell. Member for Sorell.
Carnarvon .....	...	304	2434	
Clarence .....	...	1526	9486	
Glamorgan .....	1	1141	6785	
Glenorchy .....	1	1897	11,617	
Hobart (City) .....	6	26,004	162,859	
Hobart .....	} 2	5665	33,480	{
Kingborough .....		2539	7436	
New Norfolk .....	1	4487	16,633	
Richmond .....	1	2673	15,876	
Sorell .....	1	2564	13,475	
Spring Bay .....	...	1230	7680	
<i>Total S.E. Division .....</i>	14	52,526	300,779	
Franklin .....	1	6792	14,277	
<i>Total S.W. Division .....</i>	1	6792	14,277	
<i>TOTAL FOR TASMANIA...</i>	36	142,478	869,074	

R. M. JOHNSTON, *Government Statistician.*