

(No. 44.)



1869.

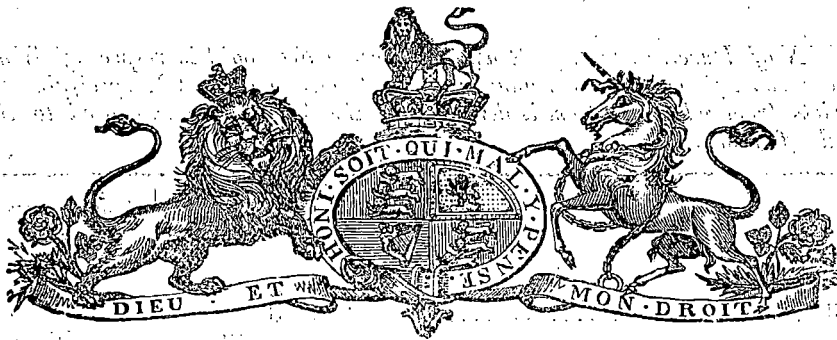
T A S M A N I A.

LEGISLATIVE COUNCIL.

BOARDS OF WORKS AND ROAD TRUSTS.

AMOUNTS APPROPRIATED OR EXPENDED.

Laid upon the Table by Mr. Wilson, and ordered by the Council to be printed,
August 24, 1869.



RETURN showing the Amounts appropriated to the various BOARDS OF WORKS from the Reserve of the Land Fund for the Year 1868, for the construction of Roads, Bridges, Jetties, &c., under the Provisions of the 19th Section of "The Waste Lands Act, 1867;" showing also the Sums expended from 1st July, 1868, to 30th June, 1869, and the Balances due to the respective Boards on the 30th June, 1869.

BOARDS.	Unexpended Balance on 30 June, 1868.			Amount appro- priated for 1868.			TOTAL.			Amounts ex- pended 1 July, 1868, to 30 June, 1869.			Balances un- expended on 30 June, 1869.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Bothwell	911	15	3	471	10	9	1383	6	0	781	14	3	601	11	9
Brighton	214	3	11	76	1	9	290	5	8	214	3	11	76	1	9
Campbell Town	708	7	3	376	5	0	1084	12	3	463	13	6	620	18	9
Clarence	21	5	7	21	10	0	42	15	7	21	5	7	21	10	0
Deloraine	492	7	2	289	14	2	782	1	4	205	5	3	576	16	1
Evandale	203	6	7	85	2	7	288	9	2	120	3	0	168	6	2
Emu Bay, East	473	7	1	263	6	0	736	13	1	300	0	0	436	13	1
Emu Bay, West	219	12	0	135	7	0	354	19	0	180	4	0	174	15	0
Fingal	765	17	3	454	2	4	1219	19	7	766	1	7	453	18	0
Franklin	284	7	7	136	13	1	421	0	8	260	9	7	160	11	1
Glamorgan	781	7	11	169	14	6	951	2	5	557	2	8	393	19	9
Glenorchy	20	5	6	11	14	10	32	0	4				32	0	4
Green Ponds	68	15	3	51	7	6	120	2	9	62	14	0	57	8	9
George Town	388	15	1	179	19	4	568	14	5	288	15	0	279	19	5
Hamilton	1521	1	8	715	12	1	2236	13	9	717	15	6	1518	18	3
Hobart Town	15	10	6	16	8	7	31	19	1	15	10	6	16	8	7
Kingborough { North West Bay, { &c.	88	12	6	51	11	4	140	3	10	79	13	6	60	10	4
{ Long Bay, &c.	165	2	0	50	15	9	215	17	9	161	1	2	54	16	7
Launceston				92	0	0	92	0	0				92	0	0
Longford	99	9	1	51	15	6	151	4	7	99	9	1	51	15	6
Lake District (South Longford) .	1067	2	6	572	4	9	1639	7	3	10	6	0	1629	1	3
Mersey { East	336	5	6	404	6	9	740	12	3	336	5	6	404	6	9
{ West	1070	4	1	942	9	9	2012	13	10	1070	12	10	942	1	0
New Norfolk	283	0	6	168	7	4	451	7	10	70	6	0	381	1	10
New Town	43	4	1	20	12	9	63	16	10	43	4	1	20	12	9
Oatlands	1441	3	11	472	12	6	1913	16	5	1137	9	0	776	7	5
Port Davey	1	3	3	0	3	6	1	6	9				1	6	9
Port Esperance	274	5	2	86	17	3	361	2	5	147	5	10	213	16	7
Port Cygnet	209	0	1	134	16	9	343	16	10	154	10	0	189	6	10
Queenborough	50	12	9	58	8	4	109	1	1				109	1	1
Ross	75	9	5	45	4	1	120	13	6	75	4	5	45	9	1
Russell	2	8	0				2	8	0				2	8	0
Richmond	300	11	9	167	18	1	468	9	10	300	11	9	167	18	1
Spring Bay	294	10	9	339	17	3	634	8	0	394	10	9	239	17	3
Selby	1011	8	2	512	14	6	1524	2	8	552	18	10	971	3	10
Soreil	645	4	11	240	2	0	885	6	11	580	17	0	304	9	11
Westbury	834	2	2	489	13	0	1323	15	2	549	5	2	774	10	0
	15,383	6	2	8357	0	8	23,740	6	10	10,718	9	3	13,021	17	7

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 12th August, 1869.

RETURN of Purchase Money, Rent, and Licence Fees paid in respect of Waste Lands of the Crown from the 1st January to 31st December, 1868, specifying the several Districts from which the Sum is derived, and the Amounts appropriated to the several Boards of Works.

<i>District.</i>	<i>Amount.</i>	<i>Amount appropriated to Boards of Works.</i>
	<i>£ s. d.</i>	<i>£ s. d.</i>
Bothwell	3206 16 4	471 10 9
Brighton	517 8 10	76 1 9
Campbell Town	2558 15 7	376 5 0
Clarence	146 3 7	21 10 0
Deloraine	1970 4 10	289 14 2
Emu Bay East	1790 12 0	263 6 0
Emu Bay West	920 9 11	135 7 0
Evandale	578 19 1	85 2 7
Fingal	3088 7 0	454 2 4
Franklin	929 7 3	136 13 1
Glenorchy	79 17 0	11 14 10
Glamorgan	1154 4 7	169 14 6
George Town	1223 18 4	179 19 4
Green Ponds	349 7 7	51 7 6
Hamilton	4866 13 1	715 12 1
Hobart	111 14 7	16 8 7
Longford	352 2 0	51 15 6
Launceston	625 12 1	92 0 0
Port Davey	1 4 0	0 3 8
Lake	3891 13 1	572 4 9
Mersey East	2749 15 11	404 6 9
Mersey West	6409 12 11	942 9 9
New Norfolk	1145 0 4	168 7 4
New Town	140 6 11	20 12 9
North West Bay	350 13 9	51 11 4
Oyster Cove	345 8 1	50 15 9
Oatlands	3214 4 2	472 12 6
Port Esperance	590 14 10	86 17 3
Port Cygnet	917 0 0	134 16 9
Queenborough	397 5 5	58 8 4
Richmond	1141 17 4½	167 18 1
Ross	307 8 6	45 4 1
Selby	3486 17 10	512 14 6
Sorell	1632 17 5	240 2 0
Spring Bay	2311 6 7½	339 17 3
Westbury	3329 19 9	489 13 0
	<hr/>	<hr/>
Cost of Survey Department	£56,834 0 7	£8357 0 8
	4693 18 0	
	<hr/>	<hr/>
	52,140 2 7	
	<hr/>	<hr/>
One-fourth	13,035 0 8	
Road Trusts	4680 5 6	
	<hr/>	<hr/>
Add Amount set down for Rich- mond Road Trust for 1867 in excess of that paid	8354 15 2 2 5 6	
	<hr/>	<hr/>
Balance to be divided amongst Boards of Works	£8357 0 8	

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 24 April, 1869.

RETURN showing the Rate of Assessment, the Sum raised in the respective Road Districts, and the Amount of Government Contribution for the Year 1868.

<i>Districts.</i>	<i>Rate of Assessment per £1.</i>	<i>Sums raised.</i>	<i>Government Contribution.</i>
	<i>s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Bothwell, Private Property.....	0 3	198 4 2	99 2 1
Crown Land	0 1½		
Gordon	0 6	30 1 8	15 0 10
George Town	0 6	52 11 3	26 5 7
North West Bay	1 0	166 2 0	83 1 0
Cambridge	0 4	58 19 4	29 9 8
Longford	0 6	1156 10 1	578 5 0
Glamorgan & Cornwall	0 9	815 1 7	407 10 9
Deloraine	1 0	291 6 0	145 13 0
West Mersey	1 0	345 14 0	172 17 0
Oatlands, Private Property.....	0 3	369 3 0	184 11 6
Crown Land	0 1½		
Victoria	1 0	57 19 8	28 19 10
Lower Derwent	0 6	113 3 1	56 11 6
Broad Marsh	0 6	114 16 5	57 8 2
Kentisbury	1 0	85 0 0	42 10 0
Augusta	0 6	108 0 3	54 0 1
New Norfolk	0 6	140 12 8	70 6 4
Upper Derwent	1 0	227 7 4	113 13 8
Clarence	0 3	79 18 9	39 19 4
Huon	0 9	121 11 10	60 15 11
Midhurst	1 0	342 2 0	171 1 0
Port Cygnet	1 0	98 1 9	49 0 10
Southern Macquarie River	0 2	142 6 8	71 3 4
Westwood	0 6	128 19 9	64 9 10
Westbury	0 9	977 15 0	488 17 6
Chudleigh	0 9	349 11 6	174 15 9
Sorell	0 6	253 5 1	126 12 6
Templeton	1 0	148 15 6	74 7 9
Exton	0 6	212 14 0	106 7 0
Tarleton	1 0	59 7 0	29 13 6
East Mersey	1 0	293 16 0	146 18 0
Emu Bay	0 6	68 4 0	34 2 0
Breadalbane	0 6	99 5 6	49 12 9
North Esk	0 6	182 4 6	91 2 3
Dorset	0 6	124 16 3	62 8 1
Evandale	0 4	360 2 8	180 1 4
Perth	0 3	115 8 7	57 14 3
Bridgewater	31 17 0	15 18 6
Horton	0 6	189 5 0	94 12 6
Table Cape	0 6	77 10 9	38 15 4
West Tamar	0 6	311 12 1	155 16 0
Special	0 6		
Liverpool	0 6	21 16 8	10 18 4
Spring Bay	0 3	75 6 9	37 13 4
Carrick	0 6	123 2 6	61 11 3
Leven	1 0	41 2 8	20 11 4
		£9360 12 0	£4680 5 6

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 24 April, 1869.

MEMBERS OF THE BOARDS OF WORKS.

<i>Bothwell.</i>		<i>Long Bay, Oyster Cove, and North Bruni.</i>	
W. Bedford.	Edward Nicholas.	Arthur Giles Attwood.	George Myles.
A. M'Dowall.	Frederick Synnot.	Archibald Blackwood.	H. J. Daldy.
J. Ibbott.	A. Reid.	W. Lawrence.	
Captain Langdon.			
<i>Brighton.</i>		<i>Longford.</i>	
Alex. Finlay.	John Hayes.	R. J. Archer.	George Gibson.
Wm. Gunn.	T. Reynolds.	W. Dodery.	W. Mason.
W. Lamprill.	Jeremiah Tonks.	H. P. Dowling.	H. B. Nicholls.
<i>Clarence.</i>		<i>Mersey, East.</i>	
Henry Dawson.	J. Young.	Edward Allen.	Robert Stewart.
George James Morrisby.	Daniel Stanfield.	John Bishton.	S. H. Thomas.
<i>Campbell Town.</i>		<i>Mersey, West.</i>	
James Gibson.	John Swan.	Edmund Cummings.	E. B. E. Walker.
Wm. Harrison.	David Taylor.	James Fenton.	R. Manley.
C. Headlam.	G. H. G. Fletcher.	B. Thomas.	Stephen Kelcey.
James Mercer.	C. H. Leake.		
J. Maclanachan.			
<i>Deloraine.</i>		<i>New Norfolk.</i>	
William Archer.	A. F. Rooke.	W. Dean.	J. T. Read.
Henry Douglas.	J. Ritchie.	W. Downie.	Ralph Terry.
John Field.	S. Shorey.	W. A. B. Jamieson.	
J. Hart.			
<i>Emu Bay, East.</i>		<i>New Town.</i>	
John Dowling.	Wm. Moore.	W. Giblin.	H. Stops.
Charles John M'Kenzie.	A. B. Willis.	John Marshall.	Thomas Woods.
James H. Munce.		Richard Shoobridge.	
<i>Emu Bay, West.</i>		<i>North West Bay.</i>	
Geo. Anderson.	Alfred T. Mayson.	W. E. Baynton.	J. H. Vigor.
H. J. Emmett.	James Smith, Surgeon.	Geo. Lucas.	Robt. Williamson.
F. W. Ford.			
<i>Evandale.</i>		<i>Oatlands.</i>	
J. Brian.	J. Ralston.	A. H. Bisdee.	John Rowland Roe.
J. Powell.	J. Robotham.	T. Burbury.	G. Wilson.
<i>Fingal.</i>		<i>Port Cygnet.</i>	
Robert Clerk.	T. Ransom.	M. Fitzpatrick.	Silas Parsons.
James Grant, Junr.	F. W. Von Stieglitz.	J. W. Kellaway.	H. Walters.
F. Groom.	John Youl.	C. O'Reilly.	
<i>Franklin.</i>		<i>Port Esperance.</i>	
H. Chesterman.	Geo. Whiting.	W. H. Andrewartha.	E. A. Walpole.
John Hay, Senr.	G. G. Sherwin.	J. B. Boothman.	J. Kennedy.
Richard Hill.	John Linnell.	David Chapman.	Joseph Graves.
E. A. Walpole.			
<i>George Town.</i>		<i>Richmond.</i>	
A. W. Brewer.	H. H. Gill.	W. C. Simmons.	G. Ibbott.
Thomas Jones.	James Richardson.	T. G. Gregson.	W. Kearney.
Thomas Meadows.	F. Y. Wilmore.	W. Hodgson.	D. Rumney.
T. Phillips.	R. Marlow.		
<i>Glamorgan.</i>		<i>Ross.</i>	
James Amos.	Edward Carr Shaw.	Joseph Bales.	James Rowland Pillinger.
Henry Lyne.	John Lyne.	F. S. Horne.	T. Parramore.
John Meredith.	Henry Cotton.	Adam Jackson.	P. T. Smith.
John Mitchell.			
<i>Glenorchy.</i>		<i>Selby.</i>	
Henry Bilton.	Richard Shoobridge.	W. Barnes.	Thomas Hogarth, jun.
John Brent.	Isaac Wright.	Thomas Barnard.	James R. Scott.
William Murray.		James Castley.	Brereton Watson.
		W. B. Coulson.	
<i>Green Ponds.</i>		<i>Sorell.</i>	
James Brock.	John Palmer.	F. Allison.	J. Dunbabin.
Oscar Flexmore.	Thomas Weeding.	R. Blyth.	C. Hazell.
Geo. A. Kemp.		J. T. Coram.	George Marshall.
<i>Hamilton.</i>		<i>South Longford.</i>	
Joseph Clarke.	Henric Nicholas.	Oscar Flexmore.	A. T. Pillinger.
W. A. B. Gellibrand.	J. F. Sharland.	C. Headlam.	Rowland Pillinger.
John King.	W. Sibley.	W. Harrison.	P. T. Smith.
Captain Langdon.		J. Maclanachan.	
<i>Hobart Town.</i>		<i>Spring Bay.</i>	
The Mayor and Aldermen.		F. Aubin.	John C. Mace.
<i>Launceston.</i>		T. Cruttenden.	Geo. Rudd.
The Mayor and Aldermen.		John Gatehouse.	
		<i>Westbury.</i>	
		Daniel Burke.	J. P. Jones.
		R. H. Douglas.	S. Montgomery.
		T. W. Field.	J. Millar.

RETURN OF EXPENDITURE.

RETURN showing the Expenditure of the following LOCAL BOARDS OF WORKS from June, 1867, to June, 1869, inclusive; also the Nature of the Work, and the Benefit to the District therefrom.

BOTHWELL.

No.	Amount authorised by Governor in Council.			Amount expended by Board of Works.			Nature of Work.	Remarks.
	£	s.	d.	£	s.	d.		
1	200	0	0	200	0	0	Shannon Road.—107 rods cut and formed, 439 rods drained, 83 rods metalled, 12 rods pitched, 5 causeways made, and road otherwise repaired by table-draining and blinding in places.	The repairs to all these roads are highly valuable, and cannot but be beneficial to the public in general, conducing, as they must do, to increased facilities in the way of traffic of all descriptions and travelling.
2	150	0	0	142	0	0	Oatlands Road.—Approach to new Jordan Bridge, 63 feet by 24, made. Substantial post and rail fence on each side. 8 rods bush fencing removed into proper line with bridge; swampy places pitched and metalled. Drains repaired, and road cleared of all obstructions. £25 paid Oatlands Board towards erection of bridge.	
3	100	0	0	100	0	0	Hamilton Road.—Four new causeways and one culvert made, 14 chains road drained, 89 rods metalled, piece of deep sandy road laid with tussocks and metalled, trees and stumps removed, holes filled in, &c.	
4	50	0	0	50	0	0	Blue Hill and Ouse Road.—Old drains at Horse Gully Hill cleared, new drains made; 2 pitched causeways made. Steep ascent near Meadsfield cut down two feet at the crown; road widened; approaches on each side of hill made more gradual, and 38 rods metalled.	
5	60	0	0	39	14	0	Lake Crescent Road.—Old bridge across the creek, near the Constable's Station, removed, and new bridge of a more substantial nature, and 3 feet higher, erected, with pitched and metalled approaches, and flat form metalled and blinded. A substantial causeway across Dennistoun Creek, road cleared, and 40 rods of fencing at Quoin Hill, entailed by alteration of road.	
6	250	0	0	173	0	0	Telegraph.—Finding and erecting 377 telegraph poles, and clearing line of all obstructions.	The benefit hitherto has been "Nil," the work not being completed.
7	20	0	0	20	0	0	Secretary.—Keeping Minutes of Board's proceedings, accounts, correspondence, drawing out agreements between Contractors and Board, &c.	
8	20	0	0	1	3	1	Stamps for agreements, cheques, &c., advertisements, slips, stationery, &c.	These repairs were absolutely required, and are exceedingly useful. The traffic in Adelaide-street was almost entirely stopped previous to the repair of that street owing to the impediments of large stones, &c.
9	65	17	6	50	0	0	Public Streets.—Repairs to Dalrymple and Adelaide-streets, by cutting, forming, clearing, and repairs to Clyde Ford and approaches.	
£915 17 6			775 17 1					

A. M'DOWALL, *Chairman.*

BRIGHTON.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
1	£ 46 0 0	£ 46 0 0	Old Beach Road.—Side-cutting, culverts, levelling, and table drains.	This road was next to impassable in 1865. In that year improvements commenced near Austin's Ferry, now reaching, by this last outlay, within one mile of Brighton Plains.
2	13 10 0	9 0 0	Tea Tree Road.—Metalling, culverts, and altering line of road.	The worst parts only attempted. Traffic inconsiderable.
3	26 10 0	23 14 0	Richmond Road.—Sum expended chiefly in metalling. Some side drains and levelling.	This road has been considerably improved, but much more outlay is required. Chief line of traffic.
4	31 10 0	30 17 0	Bridgewater side of Dromedary.—Level-ling, metalling, draining, and culverts.	Some solid work has been done by this outlay, facilitating the means for getting produce down the mountain.
5	21 10 0	23 3 0	Brewery Ford, Main Road to Tea Tree Road.—Metalling and embankments.	The benefit of this outlay is more generally felt by the public than any other local expenditure.
6	61 10 0	19 9 10	Broad Marsh, portion of Dromedary.—Making new line for an easier gradient; improving road in swamp, &c.	This outlay is on the road where it penetrates the timber beds. Much more is necessary. The fine timber is worth reaching.
7	11 10 0	11 6 0	Black Brush Lane, abutting on Main Road, Bagdad.—Over 100 loads of metal on this portion.	This road was much improved, but has since been injured, during the late rains, by metal carting, under Director of Public Works.
8	2 3 11			
	£214 3 11	163 9 10		

A. FINLAY, *Chairman.*

CAMPBELL TOWN.

Grant for 1866.

1	15 13 9	15 13 9	To meet excess of authorised Expenditure on road from Lincoln Bridge to <i>Forest Hotel</i> , and an account for advertising.	
2	100 0 0	—	From Campbell Town to Swanport (unexpended).	A considerable quantity of crown land has been sold in the neighbourhood of this road, which connects Swanport with Campbell Town.
3	50 0 0	49 17 6	Forming and gravelling 95 rods on Quorn Lane, road to Swanport.	This is a portion of the same road.
4	100 0 0	71 12 0 10 5 0*	Forming 74 chains, gravelling 4 chains, grubbing and clearing 89 chains, ditching 17 chains, and 4 culverts, on road to Eastern Tier.	This road leads into another part of the Eastern Tier, and is much used for the conveyance of timber.
5	90 0 0	90 0 0	About 50 chains gravelling and causeway from Bayles's gate to Gatenby's gate, Macquarie River Road.	Roads under the management of Campbell Town Road Trust.
6	45 0 0	45 0 0	About 16 chains metalling by S. Johnston on Macquarie River Road.	
7	45 0 0	42 0 0	Forming and gravelling about 21 chains on road from Junction Bridge to <i>Forest Hotel</i> .	
8	19 16 0	17 3 0	Clerical assistance and stationery.	
9	3 0 0	3 0 0	Refund to Chairman.	Books, &c. purchased by the late Chairman.
	£468 9 9	344 11 3		

* Excess on No. 2, following year.

Grant for 1867.

1	100 0 0	—	From Ross to Windfalls, (unexpended).	This money has been voted to repair an old road between Ross and Swanport. Messrs. Horne, P. T. Smith, Parramore, and Horton make use of it to convey stock and stores to their recently purchased land. A portion of this work is now completed.
2	75 0 0	75 0 0	About 36 chains gravelled on road from Campbell Town to Eastern Tier.	
3	70 0 0	58 7 6	About 25 chains cleared, draining, and filling up bed of creek on road from Campbell Town to Swanport.	Vide Return for 1866.
4	5 5 0	—	Clerical assistance, (unexpended).	
5	5 6 3	—	Contingencies, (unexpended).	
	£255 11 3	133 7 6		

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
	£ s. d.	£ s. d.		
Grant for 1868, (unexpended.)				
1	100 0 0	—	From Campbell Town to Swanport.	This road is still in a wretched state, and has been much neglected. The lower part is in the Ross Trust, but should be handed over to Campbell Town.
2	50 0 0	—	From Campbell Town to Eastern Tier.	For Eastern Tier Road see Return for 1856.
3	200 0 0	—	Bridge over South Esk.	The bridge over the South Esk would be a great public convenience, connecting Evandale both with Campbell Town and with Fingal. I do not consider, however, that this is strictly an undertaking for this Board of Works, as it will not immediately affect any of our recently purchased crown lands.
4	9 8 0	—	Clerical assistance.	
5	16 17 0	—	Contingencies.	
	£376 5 0			

JOHN SWAN, *Chairman.*

CLARENCE.

1	10 0 0	11 11 3	Erection of post and rail fence on the road through the Township of Bellerive leading to Richmond.	This work was one of great utility, as the road was entirely unprotected on the river side, and a very steep embankment rendered the road at all times absolutely unsafe for vehicles and passengers.
2	5 10 0	5 0 0	Repairing road leading to Howrah and other farms on the same line.	This was a work much needed; and, as "The Cross and Bye Roads Act" then prohibited the laying out of Rates on bye roads, persons who had been paying Road Rates for years could scarcely travel the road in winter time.
3	5 10 0	5 0 0	Repairing bye-road leading through Mann's farm to Droughty Point.	The same may be said of this road, on which a large amount of traffic exists.
4	15 0 0	15 0 0	Repairing and metalling road by Mr. Stanfield's beach leading to Muddy Plains and South Arm.	This road is the highway to a populous part of the district, and required a far larger outlay than the district could afford from its limited resources. It is now one of the best roads in the Municipality.
5	5 5 7	5 5 7	Repairing cross road from Clarence Plains to Cambridge.	The repairs on this road were much needed, as it forms the highway from Clarence Plains to Richmond.
	£41 5 7	41 16 10		

HENRY DAWSON, *Chairman.*

DELORAINÉ.

1	80 0 0	80 0 0	Forming, metalling, and blinding 16 chains of road near Elizabeth Town, on Mersey Road.	Essential for keeping open the communication between Delorainé and the Coast.
2	50 0 0	50 6 0	Forming and gravelling viaduct over rivulet at Needles, &c., Chudleigh Road.	Required to enable parties who have purchased crown lands in Chudleigh District to get to their lands, and better the communication between Delorainé and Chudleigh.
3	15 0 0	15 0 0	Forming and gravelling 4 chains of road in Bentley Lane, Chudleigh Road.	
4	30 0 0	—	—	Tenders received for this work were considered extravagantly high, and were not accepted.
5	10 0 0	10 0 0	Forming and metalling 3 chains of road opposite Casey's Mersey Road.	Remark on No. 1 refers to this also.
6	20 0 0	20 0 0	Forming, metalling, and blinding 4 chains of road west bank of Meander.	Remarks on Nos. 2 and 3 refer to this also, so far as opening communication to purchased lands.
7	86 12 6	—	—	Remark on No. 4 refers to this also. The season having so far advanced, it is not considered desirable to go on with this work till the spring.
	£291 12 6	£175 6 0		

HENRY DOUGLAS, *Chairman of Board of Works.*

EVANDALE.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
1	£ 50 0 0	£ 44 1 0	Clearing and burning off timber on the road between Tillyburn Bridge and Wisloca, 148 rods at 3s. 3d. per rod. Also constructing culvert and approaches near Scully's Farm, on the same line of road.	I have the honor to state that the works included in this return were undertaken by the Evandale Board of Works with a view to open up the crown lands, and as much as possible to benefit those parties who have recently purchased from the Crown; and considering the limited means at the disposal of the Board, the roads leading to the outlying portions of the District have been much improved thereby.
2	30 0 0	30 0 0	Constructing Culvert on the main District road on the Barton Estate, in conjunction with the Evandale Road Trust.	
3	40 0 0	40 0 0	Forming and otherwise repairing 118 rods of the Blessington Road in the vicinity of Spring Hill, at 6s. per rod. Forming, gravelling, and draining 14 rods on the Blessington Road at 5s. 6d. per rod; repairing a portion of the same road, 15s.	
	£120 0 0	£114 1 0		

JOHN RALSTON, *Chairman Evandale Board of Works.*

EMU BAY, EAST.

1	100 0 0	100 0 0	Draining, forming, and logging portions of Mount Hicks Road.
2	150 0 0	150 0 0	Breakwater at the mouth of the River Inglis.
3	100 0 0	—	Jetty and Crane at Emu Bay.
4	50 0 0	43 0 0	Erection of Beacons at the mouth of the Cam River, Port Malden.
5	50 0 0	48 13 6	Draining, forming, and logging portions of No. 1, Cam Road.
6	50 0 0	50 0 0	Draining, forming, and logging portions of the Calder Road.
7	50 0 0	—	Emu Bridge and Round Hill Road, (repairs).
8	50 0 0	19 14 9	Breakwater at the mouth of the River Inglis.
	—	10 0 0	On account of Secretary's salary.
	£600 0 0	£421 8 3	

This work has not been carried out in consequence of the *site* not being available from the Van Diemen's Land Company till April, 1870.

WM. MOORE, *Chairman.*

EMU BAY, WEST.

1	100 0 0	100 0 0	Repairs to road between Pawlett's Marsh (near Stanley) and Black River Bridge.
2	150 0 0	150 0 0	Repairs to Stanley Wharf.
3	30 0 0	15 12 10	Repairs to wharf at Duck River.

Nos. 6 and 7 are a continuation of this work. Vide remarks appended thereto. The Stanley Wharf has become nearly worn out, and was liable to be entirely destroyed by any severe gale. This expenditure by the Board of Works (in addition to a further expenditure of £308 5s. by the Launceston and Circular Head Marine Boards), has now placed the wharf in a state of good repair. The injury that would accrue to the District generally by the destruction of such wharf can hardly be estimated. These repairs were urgently required, and were effected at a time when the local Marine Board had no funds at their disposal. The Duck River Wharf is now in a state of good repair, and the residents no longer suffer inconvenience and loss through delays in shipping.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
4	£ 50 0 0	£ 44 2 10	Repairs to road between Black River Bridge and Crayfish Creek.	The whole of the repairs contemplated by the Board were effected for the sum herein named. This work is upon the line of road between Stanley and Wynyard. The road has been cleared, cut, and otherwise improved in all the worst places, and finger-posts and other marks have been placed at some dangerous spots. Loaded drays can now traverse this portion of road at all seasons, and the danger to strangers has been in a great measure removed.
5	10 0 0	10 0 0	Salary to Secretary for year 1868.	
6	70 0 0	97 14 6	Repairs to road between Pawlett's Marsh (near Stanley) and Black River Bridge.	Four of the worst spots on the existing road (embracing about 24½ chains in all), which were previously almost impassable in the winter season, have been logged, stoned, &c., and greatly improved. 50 chains of good new road, well drained, &c. have been made across a boggy marsh. A further sum has been expended by the Horton Road Trust on the same road, and the facilities for carting produce to Stanley from farms in the vicinity of the Black River have been much increased. Loaded drays can now pass at all seasons. This work is on the main road between Stanley and Wynyard.
7	30 0 0			
8	25 0 0	22 7 10	Repairs to roads near Duck River.	Seven chains of road in three places, which were previously almost impassable in winter, have been logged, brushed, and sanded, &c. The local Road Trust were not in a position to undertake the work at the time, and the repairs were effected by this Board upon the urgent application of the purchasers of crown land to the south of Smithton, who were unable to cart their produce to the Duck River wharf for shipment.
		0 1 5	Paid to Secretary for stamps used in 1868.	
9	80 0 0	—	Not yet expended.	
	£545 0 0	439 19 5		

NOTE.—The Board consider that the whole of the above Works are not only of advantage to the existing population, but tend to enhance the value of Crown Lands by affording increased facilities for the carting and shipping of produce from the most inaccessible portions of the District.

ALFRED T. MAYSON, *Chairman West Emu Bay Board of Works.*

FINGAL.

Sections 1 and 4.			
(Embracing the Main Line of Road from Llewellyn to Fingal, and Roads from Fingal to Mangana and Fonthill.)			
69 19 10	Reforming and gravelling between Fingal and Avoca, at 4s. per rod.		This portion being worn out, needed repair, the chief traffic of District passing over it.
82 11 0	Rebuilding bridge opposite Tullochgorum.		This bridge had become unsafe, and its dangerous state was further revealed on taking it down.
19 0 0	Grubbing, clearing, and building bridge, Mangana Road, at lump sum.		Every effort has been made to render this road passable. In the first place, by drainage on the upper side, then by attention to the worst places, and completing the road at those points, and by the erection of culverts and bridges. About two miles of the distance between Fingal and Mangana is formed and gravelled, leaving rather more than three miles to be done, a great portion of which is cleared, drained, and supplied with culverts where most required. Much is yet required to connect the two townships, and it will probably cost £400 to complete the road as contemplated, clearing and forming 33 feet wide, and gravelling 15 feet. It will then be com-
58 0 0	Grubbing, clearing, draining, forming, and gravelling, and building culvert, at lump sum, Mangana Road.		
16 12 6	Grubbing, clearing, forming, and gravel-ling, at 10s. per rod.		
12 17 6	Sidling cut, 8 chains, and two culverts, Mangana Road, at lump sum.		
775 17 1	Draining 3 ft. x 1 ft. 6 in., at 1s. 3d. to 1s. 4d. per rod, Mangana Road.		
72 10 0	Grubbing and clearing three sections of road, at lump sum.		
8 18 6	Forming, gravelling, and repairs, Mangana Road, short pieces.		

FRANKLIN.

No.	Amount authorised by Governor in Council.			Amount expended by Board of Works.			Nature of Work.	Remarks.	
1	£	s.	d.	£	s.	d.	Clearing and forming roadway connecting the Townships of Hull and Victoria; with shipping place at the latter place; north bank of Huon River, culverts, &c.	These works are for the improvement of the existing line of roadway, from the Hull Township to Township of Victoria; shipping place at ditto, and the new Huon Road (north bank of Huon River.	
2	158	16	0	{	64	9	3	Clearing, forming, widening, forcing, and putting in culverts. To forming, widening culverts, &c. To ditto, ditto.	These works when finished will form the connecting link between Hobart Town, Franklin, Honeywood, Esperance, Southport, &c., being on the line of the Main Southport Road.
					13	1	0		
					60	0	0		
3	36	4	8	{	12	11	4	Clearing and forming roadway. Clearing, forcing, forming, slabbing, and constructing one large culvert.	This work is an improvement of the line of roadway between the Township of Hull, the shipping place at Victoria (south bank of Huon), and the Franklin Township.
					25	0	0		
					10	0	0	{	Contingent expenses.
					1	11	0		
	£257	9	8		£235	9	7		

R. HILL, *Chairman.*

GEORGE TOWN.

1	20	0	0	12	8	0	Erecting a substantial log bridge over the Supply River on the old line of road from Ilfracombe to Launceston.	This bridge shortens the distance, and renders the supply river passable at any time in safety, which was not the case heretofore.
2	15	0	0	16	0	0	Clearing about 25 chains of the above-mentioned road for the space of 25 feet wide, and erecting any necessary culverts.	In consequence of the above bridge being erected where it is, this clearing was necessary to approach it.
3	12	0	0	10	0	0	Forming and making about 10 chains of road on the Township of Sidmouth, known as Dawson's Street.	This part of the township was so sloping and rocky, that a load of wood could not be carted along the street in question: the street is now available for any vehicle.
4	7	10	0	10	10	0	Clearing and forming about 10 chains of road, 20 feet wide. This work joins No. 3.	} Before these works were performed the road was in a dangerous state, especially for teams and vehicles after dark, in consequence of rocks and inequalities.
5	16	0	0	10	10	0	Widening, clearing, and draining 40 chains of road on the same line of road as No. 4.	
6	18	0	0	12	0	0	Repairs to the wharf at George Town.	These repairs consisted of diagonals placed at the end of the wharf to prevent large steamers, &c. from carrying the wharf away, in consequence of the decayed state of the piles.
7	30	0	0	30	0	0	Clearing scrub and timber, 9 feet wide, on various portions of the road, from George Town to Piper's River, and erecting a log and slab bridge over Currie's Creek, and a similar one over the Nine Mile Creek.	This track saves a distance of seven miles, and is appreciated by all parties.
8	55	0	0	62	0	0	Erecting a substantial log bridge over the Boobyalla River on the line of road from Bridport to Cape Portland.	} These bridges complete the line of road from Piper's River to Ringarooma, a distance of about sixty miles; and each of the rivers they are erected on could not be passed during the winter: if flooded, the detention sometimes continuing for a fortnight.
9	100	0	0	88	0	0	Erecting a substantial log bridge over the Little Forester River, on the line of road from Launceston to Bridport.	
10	18	0	0	17	15	0	Erecting a substantial log bridge over Mickey's Creek on the same line of road as No. 9.	
11	5	0	0	3	10	0	Clearing scrub and timber off road for about 20 chains at Bartlett's Hill on the line of road from Launceston to Bridport.	General improvement of the road.
12	12	10	0	13	15	0	Erecting a substantial log bridge over a creek known as "Dead Horse Creek," near Piper's River, on the same line of road as No. 11.	This was always a dangerous creek to cross, especially in the winter; but is now passable at any season of the year.
				12	10	0	Clerical assistance, incidental expenses, and petty expenses for marking line of road, &c.	
	£309	0	0	£298	18	0		

JAMES RICHARDSON, *Chairman Board of Works, George Town.*

GLAMORGAN.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
1	£ 250 0 0	£ 175 16 1	Repairing, improving, and altering the line of road over St. Paul's Tiers, between the Water Meetings and Hop-pole Bottom.	A great portion of this work is now completed, and the road, when the present contracts are finished, will be of great service to a large division of the district, inasmuch as it will form a connecting link between Glamorgan and Fingal.
2	25 6 0	20 0 0 5 0 0 0 6 0	Repayment of amount borrowed from Commercial Bank. Repairs to Swansea Jetty. Cost of Cash Book.	This amount was required to complete payments before a further advance could be made from the Treasury. The jetty was in a dangerous state, and it was feared a portion would give way if not at once repaired.
3	50 0 0	50 0 0	Repairs to District roads north of Glen Gala.	The roads between Glen Gala and the Douglas River were in many places almost impassable, and without improvement would shortly have been in such a state as to prevent the conveyance of produce to port.
4	50 0 0	50 0 0	Repairs to pass at Rocky Hills.	A short section of road winding round the Cliffs at the Rocky Hills, being too low and near the sea, was rendered almost useless by the wash of water. This grant was recommended that the evil might be remedied.
5	25 0 0	24 13 3	Repairs to District road between Swansea and Glen Gala.	This line required general repairs.
6	25 0 0	2 7 3	Repairs to District road between Swansea and Campbell Town.	This in part with other District roads requires certain repairs.
7	50 0 0	24 10 8	Additional expenditure on District roads north of Glen Gala.	The first grant of £50 being found insufficient, it was thought expedient to recommend an additional amount.
8	50 0 0	4 5 0	Additional expenditure in repairs to Pass at Rocky Hills.	The same remarks apply to this grant.
9	5 0 0	5 0 0	Repairs to District road between Bicheno and Hop-pole Bottom, <i>via</i> St Alban's.	This small sum was expended in removing trees, &c., which had become an obstruction to the line.
10	10 0 0	—	Repairing streets on the Township of Swansea.	Several streets much used by the inhabitants on this township were out of repair: the said sum was accordingly applied to assist in improving them; but payment has not yet been made.
11	10 0 0	—	Repairs to District roads between Rocky Hills and Radford's, Little Swanport.	Injury to this road was the result of decay in culverts and bridges, and of stoppage in causeways and drains. It was thought advisable that a small sum should be appropriated to prevent further mischief.
12	10 0 0	—	Additional expenditure between Swansea and Glen Gala.	Remarks as in other additional expenditure on District roads apply here.
13	5 0 0	0 5 0	Additional expenditure in repairing the Swansea Jetty.	Since the first sum of £5 was spent in repairing this jetty it has again fallen into a dangerous state through decay, and is now in course of improvement.
14	24 0 0	24 0 0	Salary to the Secretary at £12 per annum.	Under authority dated 20th August, 1866, this sum was allowed.
	£589 6 0	£386 3 3		

MEMO.—Though there is a difference of about £200 between the amount appropriated and that actually spent, contracts have been entered into for nearly the whole sum, £589 6s., and payments will require to be made immediately.

JOHN MEREDITH, *Chairman.*

GREEN PONDS.

	1868.	1868.		1869.	1869.	
1	30 0 0	47 19 6	The account of the work done in 1868, nature of the work, and vouchers for that year, have been already rendered.			The work performed on the Hunting Ground Road has been of great benefit, rendering a road hitherto almost impassable perfectly safe, and facilitating the traffic. There is still much to be done upon this road to make it good: it is a hilly country through which it passes, and it is difficult to prevent the road being injured by heavy rains.
2	88 15 3	18 8 0	Cutting drains, making and levelling road, taking up boulders on road and filling up the holes, making sundry crossings, carting and laying down rubble, where required, in the Hunting Ground Road.			
3	51 7 6	66 7 6				
	£170 2 9					

G. A. KEMP, *Chairman.*

HAMILTON.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
1	£ s. d. 100 0 0	£ s. d. 100 0 0	Forming, metalling, and making side-drains on several portions of the Broad Marsh Road, and erecting culverts, &c.	This expenditure on several portions of the road, particularly through that part known as the Sugar Loaf Tier, belonging to the Crown, was much required. It is a Main Line from Hobart Town to the New Country, via Bridgewater, Bagdad, Brighton, Broad Marsh, Hunting Ground, Hamilton, and the Ouse. This, with other appropriations, will give great facility to the number of settlers along its route to take their produce to market, and will enable those who possess property in the New Country to send their flocks and drays.
2	60 0 0	23 15 0	Forming, pitching, and metalling pieces of the Spring Hill and Hollow Tree Road; cutting drains and erecting culverts, &c.	This outlay, in addition to other sums appropriated, will be a great boon to a number of small farmers in the locality, and will facilitate communication and create traffic between several townships. Tenders have been accepted for the expenditure of the balance of this appropriation, as well as for that which has been supplemented; and the work is progressing.
3	250 0 0	250 0 0	To forming, draining, and metalling pieces of the new line (on the Main Line of road) between Hamilton and the Ouse, and erecting culverts.	Consequent on a most dangerous gully, a longer route, and excessive sand, it was deemed expedient that a digression should be made from the old line of road. The alteration has made it shorter and much more level, and when finally metalled will be of paramount importance to the country, and will reflect credit on the promoters. This road, in connection with the part between Hamilton and New Norfolk, is the principal or main artery between Hobart Town, Marlborough, and the Lakes. It has a vast amount of traffic, and passes through large tracts of rich alluvial soil, is contiguous to extensive fields of superior bituminous coal, shale, and other minerals, and is the connecting link with large areas of crown land. To accomplish an improvement that would be of material and lasting benefit, I submit that a fair moiety accruing from the Land Fund, supplemented by sums from the Road Trust, should be so expended as to complete the metalling of the entire road between the Ouse and Gretna Green.
4	60 0 0	53 2 0	Forming and metalling portions of the Marlborough and Ouse Road, and erecting culverts, &c.	This is the upper portion of the last named line, (No. 3), and the same remarks will equally apply to it. The balance of this appropriation, together with that which has been supplemented, is being laid out.
5	100 0 0	20 0 0	Forming and metalling portions of Lane's Tier Road, cutting drains, and erecting culverts, &c.	Tenders have been accepted for the balance of this appropriation, as well as for the subsequent one, and the work is just completed. Owing to the clayey nature of the soil, and the almost impassable state of the road, this outlay will be of great importance in opening up communication with crown lands, and be most beneficial to the several small farmers lately located at the Tier, as well as to the residents of the District. There is constant traffic.
6	85 0 0	48 1 0	Forming and metalling J. F. Triffett's road, &c.	Tenders have been invited for the completion of this and the supplementary appropriations. This expenditure will open up large sections of crown land, and tend to facilitate communication and the transit of produce to market. This line is extensively used for the transit of split and sawn timber, &c.
7	63 0 0	63 0 0	The re-erection of bridges on the Repulse and Broad Rivers, right bank of the Derwent.	As the traffic from Monto's Marsh and Dunrobin Bridge to the Gordon Country (via the small settlers along its route) was stopped, it was essentially necessary, and of the utmost importance, to have the bridges re-erected. They were formerly erected by the Government at considerable expense.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
8	£ s. d. 20 0 0	£ s. d. 20 0 0	Incidental expenses.	Secretary's salary. When the Board submitted this appropriation for the approval of the Government, the sum of £100 5s. 7d. was included, only £20 of which was credited. The reason for so large a margin was to meet urgent contingencies, such as the carrying away of bridges, &c.
9	70 0 0	54 18 0	Scrubbing, clearing, and making roads between Dunrobin Bridge and Glenora, via Monto's Marsh and crown land, right bank of the Derwent.	This work is considered to be of great advantage in opening up large agricultural areas of crown land of a superior description, and in facilitating communication. This work, as well as No. 7, was performed by the urgent solicitation of the residents. Balances from former appropriations, from this, and a subsequent one, are about being expended.
10	75 0 0	42 0 0	Vide No. 1, Hamilton and Broad Marsh Road.	No. 1 was supplemented by this appropriation. A tender for the balance has been accepted, and the work is progressing.
11	100 0 0	—	Vide No. 4, Ouse and Marlborough Road.	This is a supplement to No. 4. The amounts are being judiciously laid out in a series of improvements. (Nos. 3 and 4 are identical with this.)
12	75 0 0	—	Vide No. 6, J. F. Triffett's road.	Supplement to No. 6. Tenders have been invited for the remainder of the work.
13	50 0 0	—	Vide No. 5, Lane's Tier Road.	Supplement to No. 5. Tenders have been accepted, and the works are nearly completed.
14	50 0 0	—	Vide No. 2, Spring Hill and Hollow Tree Road.	Supplement to No. 2. Tenders have been accepted, and the works now completed.
15	20 0 0	20 0 0	Incidental Expenses.	Secretary's salary.
16	158 9 10	111 12 6	Vide No. 3, Hamilton and Ouse Main Line.	Supplement to No. 3, by which it is fully answered. The balance is being expended.
	1336 9 10	806 8 6		

J. F. SHARLAND, *Chairman Hamilton Board of Works.*

HOBART TOWN.

1	112 14 0	128 4 6	Metalling roadway near the Lime Kiln, Upper Murray-street and Burnett-street	The benefit to the District is improved roadway and footpaths.
2	15 10 6			
	£128 4 6	128 4 6		

JAMES MILNE WILSON, *Chairman.*

LAUNCESTON.

	80 14 8	80 14 8	June, 1867, to June, 1868. Drainage.	Expended by the Board, through the Municipal Council, in the Council's further weekly disbursements on the Margaret-street drainage works. These works form part of the plan for the general drainage of the Town, approved of by Sir W. Denison.
		171 0 0	June, 1868, to June, 1869. Drainage.	Advanced to the Board for the above purpose by the Municipal Council.

WILLIAM HART, *Chairman of Launceston Board of Works.*

LONGFORD.

1	99 9 1	87 4 6	Making roads.	Opening out the Stringy Bark Crown Lands, for the purpose of getting timber for the benefit of the District.
		12 4 7	Balance.	
	£99 9 1	99 9 1		

GEORGE GIBSON, *Chairman.*

LAKE DISTRICT.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
1	£ 177 17 6	£ 210 6 0	Forming, clearing, paving, and blinding.	This expenditure was unavoidable for stock and carts. Without it the roads would soon have been impassable for stock, and in their natural state was quite so for carts. The above remarks apply to the bridges.
2	6 6 0			
		30 0 0	Boggy Marsh Bridge.	
3	135 0 0	20 0 0	James's River Bridge.	Mr. Jackson, Surveyor and Inspector of Works, when necessary. Necessary to keep the water off the roads.
		20 0 0	Flexmore's Creek Bridge.	
4	50 0 0	28 7 0	Surveying, plans, and inspection when necessary.	
		6 15 0	Draining.	To Mr. Headlam, for new road round north-east side of Great Lake going through his land. Claim settled by arbitration, in accordance with "The Lands Clauses Act."
5	25 0 0	177 17 6	Compensation.	
		6 6 0	Costs of arbitration.	
		10 0 0	Stationery and petty expenses, 1867 and 1868.	The sums authorised by the Governor in Council herein named are only those approved of since June, 1867.
	£394 3 6	509 11 6		

MEMO.—There are three contracts just reported by the Contractor as finished and waiting Mr. Jackson's inspection and approval; viz.,—Ouse Bridge, at £80; Lake River Bridge, at £45; Tod's Creek Bridge, at £20: making together £145 too late to be included in the Return up to the 30th ultimo, inclusive, although the work was nearly completed previous to that date.

JAMES MACLANACHAN, *Chairman Lake District Board of Works,*
13th July, 1869.

MERSEY, EAST.

1	200 0 0	200 0 0	In opening a new road from Northdown and Torquay Roads to La Trobe.	This road is a great convenience to the rate-payers on the Torquay and Burgess Roads, giving them access to a marketable township.
2	50 0 0	50 0 0	This sum has been expended in opening a horse track along the banks of the River Mersey, connecting Torquay and La Trobe.	This is of great convenience to all travellers.
3	97 0 0	97 0 0	In repairing the Deloraine and Torquay roads.	
4	100 0 0	100 0 0	In forming and gravelling and grubbing the Burgess and Torquay Roads, near the latter township.	This outlay is a great convenience to the public, this portion of the road being next to impassable.
5	189 1 8	189 1 8	In forming and metalling a portion of the new road from Burgess and Northdown to La Trobe.	This portion of the road being metalled is a great convenience to parties residing near the Moriarty Road and, the New Ground, it being their only outlet to La Trobe.
	£636 1 8	£636 1 8		

S. H. THOMAS, *Chairman.*

MERSEY, WEST.

No.	Amount authorised by the Governor in Council.			Amount expended by Board of Works.			Nature of Work.	Remarks.
	£	s.	d.	£	s.	d.		
1	100	0	0	100	0	0	Road from Tarleton to Kentish Plains :— Repairing Caroline Creek Bridge, Sherwood Bridge, and part payment of new bridge over a salt water inlet at Balahoo.	The new Bridge at Balahoo is a substantial work on the main line of road.
2	100	0	0	100	0	0	Main line of road between Latrobe and the Don. This sum forms part payment for the Balahoo Bridge and gravelling near Latrobe.	
2	200	0	0	200	0	0	Main line between Don and Hamilton-on-Forth—Grading and gravelling west of Don Bridge.	
4	150	0	0	150	0	0	New road through Hamilton-on-Forth— Compensation for fencing and gravelling.	To procure a suitable gradient for a road through the Town of Hamilton-on-Forth it was necessary to open a new line nearly a mile in length through allotments. The gradient of the new line is 1 in 15. In places the old one was 1 in 6.
5	150	0	0	150	0	0	Opening an approach to the Forth Bridge on the western side,—clearing, fencing, forming, draining, and gravelling.	The unexpended portion of this amount to be laid out west of the Leven.
6	69	12	0	2	6	11	Contingent expenses.	
7	100	0	0	100	0	0	Between Latrobe and Kentish Plains,— £75 expended in metalling near Kentish Plains, and £25 gravelling near Latrobe.	
8	150	0	0	150	0	0	Clearing, forming, and gravelling between Don and Tarleton.	
9	210	0	0	210	0	0	Clearing, forming, and gravelling between Don and Hamilton-on-Forth.	
10	120	0	0	82	0	0	Gravelling new road west of Forth Bridge, and forming new road through Ulverstone.	
11	40	0	0	Nil			To be expended between Leven and Blythe.	
12	20	2	0	—			For general expenses.	Unappropriated.
13	125	0	0	—			To improve Road from Latrobe to Kentish Plains.	As soon as these sums allowed for the main road are expended, the whole line from Latrobe to the Leven will be permanently fixed in its position and cleared of all timber. A large portion of it will be formed, drained, and metalled.
14	75	0	0	—			To improve Road through Barrington.	
15	500	0	0	—			To continue macadamised road between Latrobe and Don.	
16	192	9	9	—			To continue the same between Don and Forth.	
17	50	0	0	—			To improve the West Leven Roads.	
	2352	3	9	1244	6	11		

JAMES FENTON, *Chairman West Mersey Board of Works.*

NEW NORFOLK.

Amount expended from June, 1867, to June, 1869.

597	13	7	30	0	0	Improving and repairing road between New Norfolk and Bridgewater.	The Road Trustees have received material assistance in the improvement of the road. Kilderry and Dry Creek Hills will, when complete, remove dangerous and difficult obstructions, and materially facilitate the transit of produce. I may add that contracts have recently been entered into that will go far towards that end. A contract is also made for additional work upon the road to Bridgewater.
			57	15	0	Cutting down Kilderry Hill and forming Road.	
			15	0	0	Cutting Dry Creek Hill and forming road.	
			43	10	9		
			15	0	0		
			17	0	0		
			31	4	0		
			5	2	0	Paid for services of Secretary.	
			2	0	0		
£597	13	7	£216	11	9		

W. A. B. JAMIESON.

NEW TOWN.

For the Years 1864, 1865, and 1866, less 9s. expended for advertising.

No.	Amount authorised by the Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
	£ s. d.	£ s. d.		
1	96 13 7	104 15 10	Expended in erecting the bridge opposite the Risdon Road, New Town, filling up the great hollow and making the approaches thereto.	This was a very necessary work. The bridge erected is substantial, being built of stone walls covered with logs, forming one of the principal entries into that portion of New Town. It has greatly improved the access to the Public School and other properties on that side of the Main Line of Road towards the coal pits and Kangaroo Valley.
2	43 4 1	55 2 5	—	The sum amounting to £55 2s. 5d. has been thoughtfully expended in widening the bridge at the intersection of Pedder, Clare, and Montagu-streets, and filling up a dangerous declivity, making a great improvement in the roads there for the public and also the lands occupied by the Orphan School. Also in erecting a bridge in Ross-street and filling up a great hollow there; previously impassable for vehicles. I beg to add the grants of money to the Board of Works are very beneficial to those parts requiring it most, and that the money has been economically expended. The bridge near the late <i>Kangaroo Inn</i> , Stephen-st., has been also widened and improved.
	£139 17 8	£159 18 3		

J. MARSHALL, *Treasurer.*

NORTH WEST BAY.

1	35 0 0	35 0 0	A bridge over the Deep Gully, and cutting and forming about half a mile of road.	The tender for this work was £57 10s. The North West Bay Road Trust subsidised the Board of Works £22 10s. This work has been a great benefit to the inhabitants of Summerleas.
2	40 0 0	39 2 7	Cutting and forming about 1½ miles of road leading from North West Bay to the Sandfly.	This work is a great improvement. There are a number of small settlers in this locality, principally fruit growers.
3	30 0 0	26 0 0	A bridge over the Snug River.	This bridge enables the splitters to cart their palings to the shipping-place, a much nearer and better route than formerly; it is also a benefit to a great number of small farmers.
4	22 10 0	22 5 10	Erecting a small wooden bridge, and forming about 40 rods of road.	This work will benefit a number of small settlers, some freeholders, others living on crown land. The principal produce is fruit and potatoes.
5	22 10 0	22 6 8	Clearing and forming a portion of road leading from Margate to Poverty Gully.	The benefit from this work is similar to those above.
	£150 0 0	144 15 1		

OATLANDS.

1	220 0 0	481 16 0	Towards a bridge over the Jordan, on the road leading from Jericho to Bothwell.	To improve the means of intercourse between Bothwell and Jericho.
2	150 0 0	236 5 0	Towards the Rumney's Hut Road from Bacon's run.	To improve the road towards the Bluff, the south-eastern part of Oatlands Municipality, a slowly rising country.
3	300 0 0	201 2 0	Towards the Main Road from Oatlands to the Eastern Marshes.	General improvement of the Municipality.
4	100 0 0	108 0 0	Towards the road to the Ridge.	Ditto.
5	100 0 0	263 15 0	Towards the Bluff Road from Rumney's Hut.	To improve this portion of the road from Oatlands towards the Bluff. (See No. 2, <i>ante</i> .)
6	150 0 0	53 15 0	Towards the road from Jerusalem to Jericho.	To improve the means of transit and intercourse.
7	60 0 0	33 13 0	Towards the Jerusalem Road from Rumney's Hut across the Flat Top Hill.	For the improvement of the District.
8	100 0 0	218 12 0	Towards the road to the Stone House.	To benefit this road to the Eastern Marshes.
9	18 19 6	44 16 10	Towards various contingencies.	Incidental expenses.
10	30 0 0	30 0 0	Towards Ellenthorne Road.	To improve this road.
		82 10 0	Towards the Bothwell and Jericho Road.	To improve the means of intercourse between the two Districts of Oatlands and Bothwell.
	1228 19 6	1754 4 10		

JOHN ROWLAND ROE, *Chairman Board of Works, Oatlands.*

OYSTER COVE, &c.

No.	Amount authorised by the Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
	£ s. d.	£ s. d.		
	1867. 141 0 10	} 204 4 9	The sum of £52 10s. has been expended in forming a bridge road for 10½ miles through North Bruni, and £151 14s. 9d. in improvement of the Main Road from Oyster Cove to Three Hut Point.	The works have been carried out with a view to facilitate transit through the District, and the general accommodation of travellers.
	1868. 63 3 11			
	£204 4 9	£204 4 9		The funds at the disposal of the Board have been so trifling as to be wholly inadequate to the thorough construction of that part of the Hobart Town Road between Oyster Cove and Three Hut Point; but the works effected may be considered as instalments of that line, and have been so designed that they may be ultimately advantageously connected. The hilly and heavily-timbered character of the District presents an insuperable obstacle to the rapid construction of roads at limited expense.

G. MILES, *Chairman.*

PORT ESPERANCE.

1	227 1 4	32 0 0	Southport Road—Cleaning and making Bridges.	
2	—	42 13 0	Road from Dover to Hoskins—Erecting 3 bridges and clearing road.	The chief part of this work being within the limits of Dover Township, would, had there been a Road Trust, have been defrayed by that body.
3	60 0 0	29 0 0	Local works at Southport—Making and repairing 4 bridges.	This work would have been the legitimate outlay of the Road Trust, had there been a body of that denomination.
4	—	161 15 0	Making approach to Esperance Bridge, and slabbing part of roadway therefrom.	This work is at present suspended, being a swamp, and consequently under water during the rainy season.
5	—	60 0 0	For the continuation of the road across the swamp from the Esperance Bridge.	A continuation of the preceding work; tenders for which are extant.
6	—	0 12 0	For clearing obstructions on the road from Dover to Flight's Bay.	This is the horse road which has been constructed by the Government, but not yet completed.
	£287 1 4	£326 0 0		

NOTE.—All these works, except No. 2, are on the main line of road, south of Hobart Town, but for which the communication between the Metropolis and the South would be impracticable. The District will derive considerable benefit therefrom, inasmuch as facility is afforded for the inspection of lands by intending purchasers, and means of overland postal and other communication with Hobart Town.

E. A. WALPOLE, *Chairman of Esperance Board of Works.*

PORT CYGNET.

Port Cygnet Board of Works, 17th July, 1869.

Sir,

I HAVE the honor to forward you the enclosed Accounts of the Port Cygnet Board of Works for the years 1866 and 1867.

In the number marked 12, in the sheet for 1867, there is the sum of £10 placed which is an error, as that amount was not appropriated by the Board, but is included in the other sums making the total amount of £78 11s. 10d. granted for the year 1867. The amount granted for the two years was £198 12s. 6d., and the expenditure for the same time £150 11s. 9d., leaving a balance in favour of the Board of £48 0s. 9d.

I have the honor to be,
Sir,

Your obedient Servant,

MATTHEW FITZPATRICK, *Chairman.*Hon. T. D. CHAPMAN, Esq., *Colonial Treasurer.*

1	35 0 0	35 0 0	Joining the new Government Road on to the Cradoc Road, 15 chains cutting and levelling, and substantial bridge of sawn timber.	This road gives the settlers a better outlet, and shortening the distance of the main road to the Franklin.
2	10 0 0	11 0 0	Erecting bridge over creek on the road leading from Ironstone Creek to New Huon Road.	Urgently required; the road from Port Cygnet to New Huon Road being impassable without it.

No.	Amount authorised by the Governor in Council.			Amount expended by Board of Works.			Nature of Work.	Remarks.
	£	s.	d.	£	s.	d.		
3	20	0	0	14	5	0	Erecting bridge and opening about 120 chains of road leading from Brabazon to New Huon Road.	This road was very much required, as there was no outlet for the settlers on the banks of the river to get to the New Huon Road.
4	15	0	0	15	0	0	Bridge and cutting on main road from Port Cygnet to New Huon Road.	This road also was impassable without the bridge and cutting.
5	20	0	0	—			To form a road from Sandfly Road to New Huon Road, should the Government erect a bridge over the Agnes Rivulet.	This amount has been kept in abeyance in the hope that the Government would erect the Bridge at the terminus of the new slab road. The Board proposes to make the approach to the bridge, should the Government erect it, from the funds they may have over the cost of the slab road.
6	20	0	8	—			Incidental Fund.	No amount has been paid from this fund at present.
7	10	0	0	11	10	0	Erecting a bridge of sawn timber over a deep creek.	This bridge was very much required, as the road from Brabazon to Lovett was impassable without it.
8	9	0	0	13	1	9	Opening and cutting about 80 chains of road 12 feet wide.	This is a continuation of the road where left off, leading from Brabazon to New Huon Road.
9	22	0	0	21	15	0	Clearing Cradoc Road additional 15 feet wide, also for fencing done on private property where the new line of road was made last year.	This road was in a very bad state through its being narrow, carts being obliged to keep the one track, which rendered the road almost impassable.
10	10	0	0	9	0	0	Gravelling 8 chains and forming 3 chains of road near Victoria.	This portion of the road was very much required to be repaired and opened.
11	17	11	10	20	0	0	Cutting and levelling direct road from Port Cygnet to New Huon Road,—very deep cutting near Ironstone Creek.	This is a continuation of the road from Port Cygnet to New Huon Road, which the Board are desirous of completing.
12	10	0	0	—			This is an error, as there was no amount applied for by the Board.	
	198	12	6	150	11	9		

ROSS.

1	37	12	0	37	12	0	Upper Macquarie Road.—On this road 19 chains have been formed and gravelled, with two stone culverts, extending over two sections. A third section of 9 chains has been formed, only cutting out a very steep rocky part of the road.	This road has been greatly improved by the Board of Works during the past three years; but until the work now in hand near Mount Morriston has been effected by the Road Trust, the real value of the improvement made by the Board cannot be fully estimated. The public using this road inform the Board that the 5 or 6 miles nearest Ross, over which the Board has expended a moiety of the grant for 1866 and 1867, can now be travelled in quite half an hour less time than formerly. Wood-carts now go nearly the whole of that distance for fuel, which is a great accommodation to the Township.
2	37	12	5	37	12	5	Auburn Road.—On this road 18 chains have been gravelled and about 68 chains grubbed, stoned, and drained.	
	£75	4	5	75	4	5		

ADAM JACKSON, *Chairman.*

RICHMOND.

1	151	9	1	99	2	0	Repairing road, bridges, culverts, &c.—A road from Richmond to Hobart Town, known as the Grass Tree Hill and Risdon Road.	Facilitating the transit of produce to market, thereby fostering and encouraging the further development of agriculture in the District, and stimulating its other resources, by keeping open the roads for passenger and other traffic.
				52	7	0	Repairing road, bridges, culverts, &c. on road from Richmond to Hobart Town, known as Kangaroo Point Road.	
2	149	2	8	18	5	0	Repairing road, bridges, culverts, &c. on above road known as Grass Tree Hill and Risdon Road.	
				5	17	6	Repairing road, bridges, culverts, &c. on above road known as Kangaroo Point Road.	
				15	5	0	Building bridge over Lime Kiln Creek, cutting down briars and wattles, and filling up ruts, on road from Risdon to Kangaroo Point.	
	£300	11	9	190	16	6		

WILLIAM HODGSON, *Chairman.*

SELBY.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
1	£ s. d. 65 0 0	£ s. d. 55 12 7	West Tamar; on the road to the Silver Mines. Clearing, forming, and draining; culverts and approaches. A further payment is due for this work.	In continuation of works previously executed by the Board. The works on this road were very much required, it being the outlet to Launceston for a large and increasing number of settlers in the Silver Mines District.
2	7 4 6	7 4 6	West Tamar; on the road through the Parish of Bridgenorth. Clearing, forming, draining, and culverts. This amount has been added to the sum appropriated from 1867.	This is the most direct road to Launceston, available for the settlers living in the Parish of Bridgenorth, by way of the West Tamar Road; the traffic is increasing.
3	30 0 0	20 0 0	East Tamar; on the Piper's River Road at Finger-post Hill. Forming and draining.	Previous to the construction of this road by the Board, the tracks were so rough and dangerous as to cause frequent accidents: the road is now in very fair order, and the traffic heavy and increasing.
4	15 0 0	15 15 0	East Tamar; on the same road at Barber's Bottom. Forming and draining.	A wide boggy flat through which an empty dray could scarcely pass for some months in the year. Since the road has been formed, drained, &c., the heaviest load can pass at any time.
5	20 0 0	28 0 0	East Tamar; on the same road, at Gee's Flat. Forming, draining, and culverts.	The work on this portion of the road is of the same nature as the preceding, and has been attended with similar advantages. The traffic has greatly increased during the last eighteen months.
6	85 0 0	20 0 0	East Tamar. Purchase of land for a road, now reserved, to give access to the Main Road.	A number of settlers living at the back of lands occupied by Jas. H. Scott, Somerville, and others, had, from some oversight, been left without any means of egress,—the only reserved road from their lands to the Bridport Road leading round and over the summit of a very steep hill, available only for pack-horses. The road now purchased avoids this hill, is shorter, and of an easy gradient, and suitable for drays, &c. the whole distance.
7	31 4 0	31 16 6	East Tamar; on the Piper's River Road at Turner's Marsh. Clearing, &c.	This work was much required. The present road deviates from the original track, by which a saving of distance is effected. The road is also of a more easy gradient, and can be constructed at a smaller cost.
8	153 0 5	109 3 8	Patersonia. Clearing; forming, draining, and culverts.	This work has been executed to make passable in winter a boggy portion of the main line of road from Launceston to Ringarooma, via Patersonia and Scottsdale.
9	75 0 0	16 8 9	Scottsdale. Purchase of land for a road, now reserved, to give access to the Main Road.	This road gives access to the farms of M'Kennon, Murphy, M'Lennan, and others. Previously to this road being obtained and constructed these farms were without means of access to the Main Road in consequence of the reserved road being laid out in a circuitous and impracticable line. There is a considerable quantity of land cleared in this direction; and this road is better, shorter, and less expensive to make than the line previously reserved.
	..	66 5 0	Ditto; on the same road. Forming, clearing; bridge, approaches, &c.	
10	60 0 0	12 0 0	Ditto; on the Main Line of Road to Bridport. Graveling. This work is now being extended at a cost of about £30.	This is the sole outlet to the shipping-place at Bridport for the whole of Scottsdale and Ringarooma. The Public Works Act did not include metal or gravel for it: this sum has therefore been expended on those portions of the road where, from the richness of the soil, the road has been cut up from the increased traffic upon it.
11	15 18 10	..	The work for which this amount was appropriated has not yet been executed.	This is the direct route from Ringarooma to Launceston, and was originally included in the Public Works Act as a work of importance. It is most desirable to keep this line open for traffic for horses and cattle.
12	30 0 0	15 0 0	Ringarooma. Clearing, bridging, &c., on Bengee's Road.	

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
	£ s. d.	£ s. d. 15 0 0	This balance not being required for the above work has been added to a sum appropriated to another work in the same locality, approved by the Governor in Council; viz., on the road from the Public Works Road to Fry's, Magg's, and others.	
13	57 8 0	..	West Tamar. Clearing, forming, draining and culverts.	This is the only public road by the West Tamar Road available for a considerable number of settlers living within and beyond the Parish of Bridgenorth.
14	128 4 0	..	East Tamar, Piper's River Road.	This work, although much required, has been unavoidably delayed in consequence of a difficulty having arisen in making terms with the occupiers of land through which a portion of the road will pass. This matter is now satisfactorily settled, and the works will be proceeded with immediately.
15	30 0 0	23 11 0	{ Patersonia. Side cuttings and forming.	This work, consisting of about 8 chains of side cutting, with necessary drains, has been executed on the Main Line of Road from Launceston to Ringarooma, via Patersonia.
16	37 10 5	..		
17	20 0 0	30 0 0	Scottsdale. Clearing and forming.	This work has been executed on Hall's road, to give access to the settlers living in the neighborhood of Brand, Stephenson, and others.
18	95 17 5	21 16 0	Ditto. Clearing and forming.	This is the most direct line from the Main Road for the settlers living in this portion of the district. An important saving in distance has been effected by this work.
19	55 5 11	53 18 0	Ringarooma. Clearing and forming.	This work has been performed on the road leading from the Public Works Road, and giving access to the settlers in the neighborhood of Fry, Magg, &c.
	£1011 13 6	£578 5 3		

NOTE.—Printing and stationery to Nov. 30, 1868, amounting to £5 17s. 2d., has not been included in the above.

WM. BARNES.

SPRING BAY.

1	592 4 6	592 4 6	Cutting and forming a new line of road with two bridges and culverts, between the Township of Buckland and the bottom of Burst-my-Gall Hill.	The whole of this line of road is a very great improvement upon the old road, which crossed two fearful hills, namely, Break-my-Neck and Burst-my-Gall. Persons travelling with laden teams on the new road from Buckland to the White Marsh would reach that place two hours before those travelling the road across the before-mentioned hills. With few exceptions, all the residents of Spring Bay admit that the new line of road is one of the greatest improvements ever undertaken by the Spring Bay Board of Works.
2	306 10 9	306 10 9	Cutting and forming road with culverts from bottom Burst-my-Gall Hill to White Marsh, building a bridge over the White Marsh River. This bridge is within one mile of the extreme southern boundary of the Spring Bay District. Also metalling a great portion of the road first made between Buckland and the bottom of Burst-my-Gall Hill.	
3	339 17 3	29 8 0	There is none of this sum as yet expended except £29 8s. paid to Mr. Wedge for surveying new line of road; but tenders have been accepted to the amount of £181 for improving the road from Meredith Bridge through Gatehouse Marsh south side of Prosser's River towards Buckland, and from thence to Denton's Gate, being the extreme southern boundary of the Spring Bay District, joining the main line of road to Richmond.	
	£1238 12 6	£928 3 3		

F. AUBIN, *Chairman of the Board of Works of Spring Bay.*

SORELL.

No.	Amount authorised by Governor in Council.	Amount expended by Board of Works.	Nature of Work.	Remarks.
	£ s. d.	£ s. d.		
1	532 14 0	300 0 0	Bridge over Iron-stone Rivulet near Mr. Crocker's; partly finished.	This bridge is now finished, and a further sum of £126 ls. paid on the 3rd July, 1869. Its construction will be of much convenience to travellers, especially at flood time; persons taking stock to sales will reap great advantages from it. When the causeway is completed, it will be of incalculable advantage to the residents in the Lower District of Sorell, allowing as it will then of an easy and rapid communication with Hobart Town.
		6 6 0	Plans and inspection of ditto.	
		4 0 0	Fencing to approaches, ditto.	
		177 15 8	Forming road and metalling to Sorell Causeway.	This road to the causeway was essentially necessary. Its construction will be highly prized when the Sorell Causeway is completed. The Office of Secretary and Clerk was of advantage to carry out the instructions of the Board, &c.
		41 19 3	Fence and fencing, ditto.	
		34 0 0	Ground, and use of Quarry.	
		30 0 0	Secretary, for two years.	
	£532 14 0	£594 0 11		The total amount expended is as stated in the periods above stated. The difference in the grant for the same period was made up by the Colonial Treasurer in advances given to the Board from sums granted in previous years of which there remained a balance unexpended.

GEO. MARSHALL, JUN., *Chairman.*

WESTBURY.

100 0 0	116 0 0	Clearing and forming new road from Village of Exton to the Golden Valley, and constructing a bridge across a creek.	This road when completed will form an outlet to a wide extent of thickly populated country, to which hitherto the means of access have been very difficult. The several Road Trusts intersected have contributed largely towards this work.
150 0 0	121 10 0	Constructing and repairing bridges, and repairing roads in the Parishes of Winkleigh and Marland.	Facilitating communication with a remote and populous portion of the District.
105 0 0	99 0 0	Constructing bridge, clearing and forming roads, at Piper's Lagoon.	This bridge renders safe and at all times passable a dangerous, and at some seasons hitherto impassable, Lagoon. The clearing and forming were necessary works, and the whole have been a great boon to a considerable community of struggling land-owners. The Road Trust interested contributed towards these works.
75 0 0	75 0 0	Constructing culverts and clearing road from Westbury to Cluan.	This road hitherto unsafe to travel has been rendered passable for upwards of four miles. The Road Trust and inhabitants assisted in the work, which was one of considerable importance, as leading to a wide extent of crown land and timber beds.
30 0 0	35 0 0	Reducing a dangerous hill at the approach to Roxford Bridge.	Rendering a road much used more safe than formerly.
75 0 0	75 0 0	Constructing bridge and approaches at Brumby's Creek.	The ford here was dangerous, and in the wet season impassable. This bridge facilitates communication with a great extent of country recently purchased from the Crown.
30 0 0	30 0 0	Fencing and cutting down a dangerous approach to the new bridge at Bill Knight's Basin.	This work completes the approaches to a very useful bridge constructed by the Board in 1866.
50 0 0	50 0 0	New top to Landale's Bridge over the Meander River.	This bridge is the only outlet for several miles for the extensive population on the north side of the Meander, and was in an insecure state. The Westwood Road Trust largely assisted in this work.
£615 0 0	£601 10 0		Several other important works are in progress, but not being complete are not inserted in this Return.

JOHN PEYTON JONES, *Chairman of the Board.*