

(No. 40.)



1866.

T A S M A N I A.

LEGISLATIVE COUNCIL.

LOCAL BOARDS OF WORKS.

REPORTS OF EXPENDITURE.

Laid upon the Table by Mr. Whyte, and ordered by the Council to be printed,
September 4, 1866.



RETURN showing the Amount expended by the following LOCAL BOARDS OF WORKS from the Land Fund of 1864, payable in 1865, under the 86th and 87th Sections of "The Waste Lands Act, 1863."

BOTHWELL.

Amount expended.	Nature of Work.	Remarks as to Advantages accruing to District from this Work.
£ s. d.		
<i>Road from Bothwell to Melton Mowbray.</i>		
540 0 0	180 rods (1 rod wide) cut, formed, and metalled with ironstone 1 foot deep at centre and 9 inches at sides, near Den Hill.	This is the principal road in the Municipality. The work performed connects other work performed under the Road Trust which, from want of funds, could not be completed by the Trust. The whole of the surplus grain produced in the District is conveyed to market (Hobart), as also the wool, and stores brought back, on this road.
77 0 0	A good substantial wooden bridge erected across Jordan River at Apsley, with defences.	This bridge enables persons travelling with sheep to cross them dry, which is a great advantage. Daily communication between Bothwell and Main Road can also be kept up during floods.
56 0 0	The Sandhill near Bothwell put down.	This hill has been cut down several feet, tending to shorten the distance and save wear and tear.
15 15 0	180 rods of newly metalled road blinded.	
688 15 0	<i>From Bothwell to Shannon and Great Lake.</i>	
112 0 0	46 rods formed and metalled.	This piece of road in wet weather was very bad, and its repair has been of considerable advantage to the inhabitants of the Township especially.
4 12 0	46 rods as above blinded.	This is a new line cut on purpose to avoid the steep ascent on either side of the crown of the Saddle Hill, which in all seasons was difficult, in winter nearly impracticable to drays and other vehicles. The traffic on this road is considerable, it being the principal road to the Lake Country; heavily loaded teams with supplies are driven upwards, great quantities of wool and grain, either for market or the mills, are brought down, and thousands of sheep, together with other stock, traverse it. The improvement therefore must be felt.
110 14 0	123 rods of new road cut and formed.	
46 2 6	245½ rods new road fenced in.	
12 2 0	121 rods of ditching thereabouts.	
285 10 6	<i>From Bothwell to Hamilton.</i>	
45 17 0	Causeways formed, stumps removed, holes filled in, crown of hill near Abyssinia gate cut down.	This road leads to the Hunting Ground and Broad Marsh, <i>via</i> Abyssinia, Spring Hill, the Hollow Tree, Jones's Valley, and direct to Hamilton. Considerable quantities of grain are brought to the mills, and also to the carriers on the Township, to be conveyed to market in Hobart, as also wool, and immense numbers of sheep traverse it on their way to and from the Lake Country. The improvements made by the Board, therefore, are highly beneficial, not only to the residents of the District, but property holders and travellers from other localities.
27 14 0	277 rods of draining.	
0 10 0	Tussocks removed.	
7 10 0	Hill cut down.	
9 12 0	Earth removed from side of drain to raise centre of road.	
233 1 4	101 rods 9 links of road newly formed and metalled.	
324 4 4	<i>From Bothwell to Blue Hills and Ouse.</i>	
100 0 0	A new line entirely cut and formed.	This piece of road was cut in order to avoid a dangerous horse-track called the "Horse Gully," and an old circuitous cart-road, which, owing to its steep and sandy nature, was traversed with great difficulty and risk by loaded teams. The new road when set, and after a further trifling outlay upon it, which is now being done by the Road Trustees, will be of great advantage in the saving of time, and wear and tear of teams.

Amount expended.	Nature of Work.	Remarks as to Advantages accruing to District from this Work.
£ s. d.		
	<i>From Bothwell to Oatlands.</i>	
144 8 0	76 rods 12 feet wide formed and metalled near Thorpe; drain cut.	Portions of this road were in winter, or wet periods of the year, perfect quagmires and next to impassable. What improvements have been made are of great advantage, as the whole of the grain required for consumption of the inhabitants of the Township, and most of the outlying settlers and their families, is conveyed along this road to the mills. It is also the direct road to Oatlands.
4 2 6	30 rods draining cut and earth removed from both drains removed and spread in centre of road.	
47 18 6	106½ rods of road cut at Sidelong Hill.	
2 10 0	Causeway made at Horse-shoe Hill.	
18 0 0	30 rods of cutting at Sidelong Hill.	
2 0 0	Filling in holes at Horse-shoe Gully.	
218 19 0		
	<i>Dennistoun and Three Mile Marsh Road.</i>	
22 0 0	Causeway across Dennistoun Creek.	The improvement here is valuable: the place was a perfect bog. The road leads to Lakes Crescent and Sorell, the Don, and from thence to Longford. Great quantities of sheep pass up and down the road, also cattle.
18 0 0	Clearing and repairing road near Three Mile Marsh.	
40 0 0		
	<i>Miscellaneous.</i>	
20 0 0	Salary of Secretary.	
10 10 0	Surveying. (Mr. Smith.)	
1 7 2	Stamps, postages, and parcels.	
1 6 0	Stationery.	
2 12 6	Advertisements.	
0 10 0	Printed forms of contract.	
36 5 8		
1693 14 6	Total Expenditure.	
250 0 0	Estimated amount of work in hand.	
31 1 0	Voted to Oatlands Board towards erection of	
88 10 7	Estimated balance. [bridge.]	
2063 6 1	Amount of Grant.	

A. M'DOWALL, *Chairman.*

21 June, 1866.

BRIGHTON.

30 0 0	Levelling and metalling the ford over the Jordan, near Pontville; metalling some 200 yards left rough by floods; removing boulders; side-draining and new culvert.	This outlay does not extend far, but the ford over the Jordan has been rendered safe to cross in ordinary floods, and the rocky surface of the road exposed to the floods has been made easy for traffic by a good coat of fine metal. This is in the vicinity of Pontville, on the road to Richmond.
10 0 0	Foot-bridge over Strathallan Rivulet, near Pontville School.	Traffic for persons on foot or on horseback, or for sheep, in moderate floods, by crossing the Strathallan Creek instead of the Jordan. Children going to school safe by it. A child drowned crossing two years ago. This is on the old road through the Tea Tree <i>vid</i> "Malcolm's Huts." There is not much traffic, but the expenditure will tend to preserve the road from the winter currents.
20 0 0	Culverts, side-draining, metalling, removing boulders, and side-cutting.	
20 0 0	Removing boulders, erecting culverts, paving water-courses, side-draining and widening the roadway by cutting the rocks by Strathallan Rivulet 4 feet away.	Road from Pontville to Richmond. This sum has done a considerable amount of good. One very dangerous place has been made perfectly safe, and the means of travelling much accelerated.
15 0 0	Removing boulders, breaking and rough metalling and side-cutting.	Road from Bridgewater to Dromedary. By this outlay the industrious pioneers of this mountain side are able to bring their produce (timber, potatoes, &c.) easier to market.
22 10 0	Sheep-bridges over the Jordan at Tonks' Ford; removing timber, side-cutting, and metalling.	Broad Marsh Road and upper portion of Dromedary Road. This amount is beneficially laid out. Sheep are able to cross in ordinary floods. The Dromedary settlers have already reduced the price of timber, the means of transit being so improved.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 20 0 0	New culverts, repairing old bridges, side-cutting, and side-draining.	Road from Pontville to Old Beach. This is the worst cross road in the District. Chief cause of damage was the water. The money was directed to side-draining and cutting. Several gulfs have been made passable and further damage prevented. An equal sum has been granted for this year on said road, when the improvements will be followed up.
15 0 0	Metalling and side-drains.	Black Brush Lane, abutting on the Main Road, Bagdad. This amount was laid on about a mile. As far as it has gone the road is excellent.
<u>£152 10 0</u>		

N.B.—A balance of £7 10s. remains unexpended in the Broad Marsh portion on account of no one tendering for the work. The additional grant this year may attract the notice of Contractors.

A. FINLAY, *Chairman.*

Brighton, 7th July, 1866.

CAMPBELL TOWN.

200 0 0	On the road from Campbell Town to Swansea the line of road has been surveyed and marked out, cleared of stumps, large stones, and fallen timber. A bridge has been erected over a creek, and where the road was wet and boggy has been formed and gravelled, also side drains cut to carry off water. About 3½ miles is made passable for wheels of any description, and the remainder is contracted for.	The road to Swanport when made will be a great benefit to the residents of Campbell Town and Swanport: it will open up a new line of traffic from Campbell Town to the Coast. As it is at present no conveyance of any kind can travel without danger, and most of the traffic on this line of road is on horseback. It will take a large amount to put this line of road in good order.
60 0 0	This amount has been expended in repairs to Turnbull's Bridge across Macquarie River. The Board of Works and Road Trustees have repaired the bridge thoroughly, also approach to same.	This bridge was dangerous to cross before being repaired, as the old planking was nearly decayed: there is now a large traffic across the bridge, and it is quite safe for any conveyance.
100 0 0	This amount has been expended on the Macquarie Road from the southern extremity of Road District to Turnbull's Bridge. This road has been formed 99 chains and cuttings on three rises near Baskerville Gate. Also forming and graveling near Beverley.	This road is now properly defined and formed, also partly gravelled; also a bridge made across creek at Overton, and is a great improvement to travellers, &c. over the old road.
150 0 0	This amount is under contract, and will be expended on road through Mr. Leake's estate, and will soon be finished: the line of road has been grubbed, is now getting formed and gravelled, also drained.	The old road through Mr. Leake's estate was a terror to any person travelling in this quarter during the winter months; it is now under contract, and will be a great improvement to the District and the public in general while travelling and carting to and from Campbell Town <i>via</i> Turnbull's Bridge.
16 5 0	This amount paid to Secretary for keeping books, &c. in connection with Board.	

JAMES MERCER, *Chairman Board of Works, Campbell Town.*

DELORAINÉ.

94 5 0	Cutting away the rocky bank opposite to the eastern approach to the bridge at Deloraine, and making a curved approach-road to it; filling in a deep hole washed out by the river in the East Parade, and building a stone wall along the river edge thereof; and removing the stones from the old ford.	The eastern approach to the bridge, which was nearly at a right angle therewith, was made safer for passengers by curving the roadway; and the risk of injury to the eastern abutment of the bridge was removed; while, at the same time, the river bed immediately above the bridge was cleared of obstructions. By these means the bridge, which is of the greatest importance to this Municipality, was rendered more safe for the approach of vehicles, and more secure from injury by the floods. Further damage to the East Parade was also prevented.
98 0 0	Constructing a timber bridge over the Rubicon, with the approaches thereto, on the line of road to Port Sorell, Latrobe, and the north coast.	Renewal and improvement of the means of communication between Deloraine and the afore-mentioned places,—the old bridge having fallen to pieces.
184 8 0	Making 28 chains of road in Moriarty-street, Deloraine, on the line of road to Port Sorell, Latrobe, and the north coast.	Improvement of one of the principal approaches to Deloraine, and of the means of communication between Deloraine and the afore-mentioned places.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 142 10 0	Making 28 chains of road on the line of road to Chudleigh and the country beyond, and by Middlesex Plains and Surrey Hills to Emu Bay.	Improvement of the means of communication between Deloraine and the afore-mentioned places, as well as other portions of settled country through which branch-roads run to the Chudleigh Road; and, thus, affording a further inducement for the settlement of Crown Lands in this Municipality.
149 7 8	Making good 38½ chains of the roadway of Brunswick-street, Deloraine, and 36½ chains of road on the Upper Meander Road. Note.—About £19 still due on this account, the work being unfinished.	Improvement of one of the principal approaches to Deloraine, and of the means of communication between Deloraine and the settled country through which the Upper Meander Road, and branch roads running into it, pass; and thus affording a further inducement for the settlement of Crown Lands in this Municipality.
2 10 0	Advertisements for tenders in newspapers.	
0 1 2	Stamps on cheques.	
0 5 10	Paper and envelopes.	
616 7 8	Total Expenditure.	
68 11 2	Balance in hand.	
<u>£679 18 10</u>	Total share of Deloraine Municipality.	

This Report was unanimously agreed to at a full meeting of the Board.

W. ARCHER, *Chairman of Deloraine Board of Works.*

10th July, 1866.

FINGAL.

63 0 0	Clearing 157 chains 2 rods at 8s. St. Paul's Road	Facilitating communication along the valley of the St. Paul's River to main Fingal Road, and opening the traffic towards Swansea.
21 5 0	17 Causeways, at 25s. each. Ditto.	
14 12 0	292 rods draining, at 1s. Ditto.	
48 15 0	Renewing 6 culverts and 1 causeway between Fingal and Avoca.	General improvement on the road between the sea and main road.
98 12 0	Relief Bridge, with approaches and dam at Fingal	Preserving the high road from inundation and consequent injury, also property contiguous.
153 16 9	114 chains 90 links draining, reforming, and gravelling road through Ormley, between Fingal and Avoca, at 6s. 6d. per rod; repairing Causeways, £4 10s.	This Section of road was very much out of repair, and its improvement was of great importance considering the heavy traffic to Mangana through Fingal.
80 0 0	Part payment on account of Contract for Jetty at Falmouth, taken at £100, in progress.	Increased facilities for the embarkation of produce and the landing of goods were very much required, and this expenditure will be felt beneficially as far as Fingal and Mangana.
	About 2 miles of reforming, gravelling, and draining road between Fingal and Avoca, contracted for at 7s. 6d. per rod, now in progress, and to which the balance of funds in hand will be applied on completion.	This Section of road was also very much out of repair, never having been repaired since its first formation. It has suffered much from heavy traffic to Mangana, and the general interests of the District required this improvement. In consideration of the money expended by this Board of Works on the section of road between Fingal and Avoca, where the Rules and Regulations framed for the guidance of the Boards of Works could be more reasonably and strictly attended to, the Glamorgan and Cornwall Road Trust have made a point of opening and improving communication from Fingal to Mangana and up the South Esk towards the Black Boy, also from Falmouth to George's Bay, and southerly towards the Douglas River. The harmonious working of the two bodies has been mutually beneficial, and has enabled them to spread improvements over a wider range of country.

JAMES GRANT, JR., *Chairman Fingal Board of Works.*

4th July, 1866.

FRANKLIN.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d.		
	Clearing road from Castle Forbes Bay to Flight's Bay.	£50 will be expended on this work, which is still in progress.
36 7 4	Improving main road from Huon in the direction of Hobart Town.	Balance of £13 12s. 8d. in course of expenditure.
40 0 0	Clearing roadway from Port Cygnet to Sandfly Road.	This expenditure was for the commencement of a main road from Port Cygnet to Hobart Town. £150 was approved of; but as the new Government road takes the same course, the Board contemplates expending the balance in improving other roads in the same neighbourhood, with the sanction of the Government.
52 2 1	Improving road from Franklin to Huon, opposite terminus of New Huon Road.	
70 0 0	Improving road from Port Esperance to Flight's Bay.	Tenders have been invited for further improvements. A balance of £30 being available for the purpose.
56 7 6	Road from New Huon Road to Upper Huon.	Affords facilities for residents at Upper Huon to reach New Huon Road.
2 0 0	Bridge over Esperance River.	A balance of £98 stands to credit of this work. £2 was expended in obtaining information for construction of plans. The work was deferred, pending the decision of the Government as to carrying the Tramway across the river.
69 1 4½	Road between the Townships of Victoria and Hull.	Connects the two Townships.
6 11 0	Incidental expenses.	Some small claims outstanding for advertisements, Clerk's salary, &c.
53 0 0	Bridge and road at Castle Forbes Bay.	In progress.

Works Nos. 1, 2, 4, 5, 7, and 10, form parts of a scheme for a main road from Hobart Town to Southport, and even in their still incomplete condition afford much greater facilities for traversing the District than have hitherto existed.

HENRY J. DALDY, *Chairman of the Board for 1865-66.*

GEORGE TOWN.

109 0 0	[As per Tender, 12th July, 1865.] No. 1.—A substantial log bridge erected over the Piper's River on the principal line of road from Launceston to Bridport.	Before the erection of this bridge all communication was frequently arrested for many days at a time during the winter months in consequence of high floods, and lives and property often endangered in attempts to cross the river before the floods had sufficiently subsided.
18 0 0	No. 2.—A substantial log bridge erected over the Tomahawk River, on the line of road from Bridport to the Ringarooma.	Although the traffic on this line of road was not very considerable in consequence of the steep banks of the river, the stream being narrow, it became very deep during floods, at which time the crossing was always dangerous.
28 2 0	Nos. 3, 4, & 5.—Clearing, forming, and draining half a mile of road leading from George Town to Bridport, situated about 3 miles from George Town.	This part of the road was always avoided in consequence of not being cleared, and the line substituted being along a marsh was almost impassable during winter.
60 0 0	Nos. 6 & 7.—Clearing, forming, draining, and metalling, including the erection of 5 culverts 1½ miles of road from George Town to Low Head.	Previous to its present state, vehicles during the winter had avoided this part of the road as being almost impassable in many places.
40 0 0	No. 8.—Re-erecting a bridge over Anderson's Creek on the road from Ilfracombe to York Town.	The original bridge had been washed away by floods, and all passengers were depending on private parties for permission to enter their lands for the purpose of crossing the creek during the winter months.
50 0 0	No. 9.—Clearing of scrub and timber 16 miles of road, 9 feet wide, and erecting two small bridges thereon, between the Supply River and York Town.	This is the only direct line of road on the west bank of the River Tamar, leading from Launceston to York Town; and before this work was done no stranger to the road could find his way, deviating tracks being most conspicuous.
£305 2 0		NOTE.—All the bridges above mentioned have been tested by high floods, and have so far proved the soundness of their work.

JAMES RICHARDSON, *Chairman.*

GLAMORGAN.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 52 0 0	Footbridge across Meredith River.	This work was intended merely for the benefit of foot passengers, as it was previously often impracticable in the winter season for such persons to cross for upwards of a week at one time.
140 0 0	Repairs of road between Gala Kirk and Water Meetings.	About three miles of bad road through marshy country has been altered, and very much improved by extensive drainage, &c. by this work, which is the first step towards the making of a good road leading out of the Glamorgan District into that of Fingal. There is now a very fair road of sixteen miles from Swansea to the foot of the St. Paul's Tier. It has been decided to expend £400 during the present year on the continuation of such road over the Tier to the boundary between Glamorgan and Fingal; and the Board of Works for the latter District are also largely interested in the work, and are expending money thereon on their side of the boundary.
66 7 0	Bridge and approaches at Buxton's Creek, on the Main Road, between Swansea and Hobart Town, via Spring Bay.	Every effort is now being made, both in the Glamorgan and Spring Bay Districts, to complete a good line of road from the East Coast to Hobart Town; and this bridge is intended to form one of the connecting links on such road, at a spot where communication in heavy floods is often entirely suspended for several days.
11 3 6	Plan, &c., furnished by Department of Public Works, of bridge over Little Swanport River.	This bridge is one of the most important works required to complete line of road above referred to: its magnitude has been found so great that the local bodies of Glamorgan and Spring Bay have been obliged to postpone the undertaking; and it is hoped that the Government may be induced to place it on the Scheme of Reproductive Works. A petition making such request is now in course of signature.
20 0 0	Expenditure on streets at Swansea.	A work urgently required, but at the time beyond the means of the Road Trust.
92 13 3	Bridge over Kelvedon Lagoon, on the Main Road, between Swansea and Hobart Town, via Spring Bay.	The balance of £92 13s. 3d. will be devoted to the erection of this bridge, for which a tender for £100 has been accepted. The same remarks apply to this work as to the bridge over Buxton's Creek. £2 16s. of this money has already been expended upon a plan, &c., from Department of Public Works.
<u>£382 3 9</u>		

A. GRAHAM, *Chairman of the Board.*

20th June, 1866.

GLENORCHY.

6 15 0	Removing fences, laying out and forming the road and footpath.	This road, which has hitherto been almost impassable, when completed will not only furnish a direct line to the River Derwent from the Glenorchy Township, but will also be a saving of nearly 3 miles, in reaching the Risdon Ferry, for Richmond and other Districts in that direction.
--------	--	---

HENRY BILTON, *Chairman Board of Works.*

GREEN PONDS.

78 0 0	Repairs of the road from Hunting Ground to the main road at Green Ponds. 5 chains ditching, 3 feet wide at top sloping to 1 foot at bottom. 14 chains open drain. 5 open drains on crossings of the road pitched with stone. 1 ditto. 1 ditto. 1 Log Bridge over watercourse. 33 chains of the road made or repaired.	The Hunting Ground Road has been almost impassable for years. By the repairs carried out by the Board of Works the agriculturists residing in that locality are now enabled to bring their grain to the main road with safety and facility. The risk of driving Stock to market has also been much lessened. Owing to this road being out of repair for years, the traffic from the Hunting Ground to Green Ponds has almost ceased; but by the repairs now made it is to be hoped it may again revive.
1 11 6	Advertising for Tenders.	

G. A. KEMP, *Chairman Board of Works, Green Ponds.*

20th June, 1866.

HAMILTON.

Amount expended.	Nature of Work.	Remarks as to Advantages accruing to the Public generally from this Work.
£ s. d. 30 0 0	£50 was appropriated for forming and metalling that part of the road between Bothwell and New Norfolk known as the Hollow Tree and Spring Hill Road. A contract for the balance, £20, has been accepted, and the work will be completed in about a week or ten days.	Hitherto this was only a bush road quite impassable for drays, &c. during the winter months. This expenditure on it under the Board of Works will give great facility to the number of settlers living and occupying land in its immediate neighbourhood to take their produce to market, and enable many of them to get their wool down from the New Country.
175 0 0	£175 was appropriated towards forming and metalling several almost impassable parts of the line of road between Hamilton and Bothwell.	In winter time this line of road was almost impassable for drays; several of the inaccessible parts have been formed and metalled, which renders the communication between those two Townships easy of access, and will facilitate the inter-communication.
	£175 was appropriated towards forming and metalling that part of the line of road between Hamilton and Broad Marsh known as the Sugar Loaf Tiers. A contract for the whole amount has been accepted, and the work is progressing most favourably.	This expenditure facilitates the communication with Brighton, Bagdad, Bridgewater, Hunting Ground, and Broad Marsh, and enables the residents in those localities, who possess property in the New Country, to send their flocks and drays.
300 0 0	£300 was appropriated as aid towards the erection of the Hamilton Bridge.	This was a grant in aid given to the Hamilton Road Trustees to enable them to finish efficiently the repair to the bridge, the tender for which was £812. This bridge is the only communication across the Clyde on the main line of road between Hobart Town, the Ouse, and the New Country.
47 0 0	£110 was appropriated towards the erection of four culverts and repairing the line of road between the Ouse and Marlborough, from which the sum of £55 was transferred as aid towards the erection of the Pine Bridge, by an authority from the Governor in Council, dated 17th April, 1866. A contract for the balance, £8, has been accepted, and the work is progressing.	This expenditure has effected a great improvement on this line, which is the main road from Hamilton <i>via</i> the Ouse and Victoria Valley to the crown lands in the New Country.
	£50 was appropriated towards erecting a bridge over the Nive River, a contract for which has been accepted.	This bridge has been carried away since the contract has been accepted to repair it. The Commissioners purpose augmenting the sum from this year's grant. The bridge is on the main line of road to the Clarence, Lake St. Clair, and to the Derwent, where extensive areas of crown lands exist.
	£105 appropriated (including the £55 transferred) towards building a bridge across the Pine River. This contract has been completed within the last week.	This bridge will enable settlers in that locality, who shear their sheep up there, to get down their wool: it will also tend to facilitate the communication with crown and other land in the neighbourhood of Lake Fergus.
37 0 0	£100 appropriated towards erecting four culverts and forming a part of the road from Hamilton to the Ouse. A contract for the balance, £68, has been accepted, and the work is progressing.	The greatest portion of this appropriation is being expended in opening up and forming a new line of road from Hamilton to the Ouse, which will shorten the distance between the two places. The new road will be more level than the old one.
50 0 0	£50 appropriated towards forming and clearing the line of road between Bothwell and Marlborough, by way of the Ouse Bridge.	This was an imperfectly opened bush road. This expenditure will facilitate the sending of stock and drays from the Bothwell District, through the Hamilton District, to the New Country.
250 0 0	£250 appropriated towards forming and metalling several pieces or sections of road on the line between Hamilton and New Norfolk.	The repairing of this line of road which is the main artery from Hobart Town, <i>via</i> New Norfolk and Hamilton, to the crown lands in the Marlborough, Lake St. Clair, and Echo Districts, will tend to augment the population, and will increase the area at present under cultivation along the line, and will also tend to add to the Land Revenue consequent upon having a good road to market, and also facilitating the purchase or renting land from the crown.
30 0 0	£30 appropriated towards the repair of the Ouse Bridge.	This bridge was going into decay, which, if not repaired, would cut off the communication with the whole of the New Country, as it is on the main line of road.
	£70 appropriated towards the erection of a bridge across Jones' River at the Junction near Dunrobin.	Tenders have been invited for the erection of this work.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d.	£105 appropriated towards making and repairing the line of road from Dunrobin Bridge to Russell's Falls, tenders for which have been accepted.	This line of road has been neglected for the past ten years. This outlay will enable the settlers in its neighbourhood to send their stock to the Marlborough Company, and will facilitate communication with the Lower Derwent.
	£100 appropriated towards making, forming, and clearing a road from Dunrobin Bridge through Monto's Marsh to Glenora, tenders for which have been accepted, and the work is progressing.	This road will open up communication with a considerable area of crown land in the neighbourhood of Monto's Marsh, where there are located already a great many small purchasers of crown lands.
33 8 8	£100 0s. 2d. appropriated towards paying surveyors, secretary, stationery, &c., incidental expenses.	Incidental expenses.
	£1765 0s. 2d. Total appropriation for 1865.	

J. F. SHARLAND, *Chairman.*

HORTON.

4 14 5½	Stationery and box for use of the Board.	<p>The survey of an important line of road was effected before the Horton Board of Works ceased to exist by effluxion of time, and I am quite unable to give any information on the subject of its cost, because the Board has not been re-constructed, and no plans or specifications have been received. This road line (from Wynyard to Stanley) was recommended by the Board because they were of opinion,</p> <p>Firstly, That a road between Wynyard and Stanley would facilitate the present traffic of the District;</p> <p>Secondly, That it would lay open a quantity of rich land, and so prove remunerative to the Government by its sale and settlement; and,</p> <p>Thirdly, That the road indicated was absolutely necessary to the road system of this part of the Colony.</p> <p>The Board was of opinion that a scheme of such magnitude was too much for their resources, and possessed such general interest that it ought to be constructed by a grant from Parliament. The Board were not allowed to have anything to do with the survey, and did not receive any information as to its result.</p> <p>I would respectfully urge the re-construction of the Board.</p>
---------	--	--

THOMAS A. MURRAY, *late Chairman.*

Stanley, 16th June, 1866.

LAKE DISTRICT.

<i>Main Trunk Road to Great Lake.</i>		
100 0 0 (Sec. 1.)	From Steppe's Station to St. Patrick's Plains Lane, clearing all fallen timber, live and dead scrub 100 feet wide, and from top of Steppe's to said Lane all huge stones removed and holes filled up and blinded with gravel 16 feet wide for carts, 4 chains paved, and blinded same width at said Lane. Completed and paid.	All the works have been carried out as important to the travelling of stock and goods in the Lake District, and as a means of opening up new country and increasing the value of crown lands.
50 0 0 (Sec. 2.)	Jumper's Creek, reducing rock and excavating. Reported ready for approval.	
30 0 0 (Sec. 3.)	From Black Swamp to Nicholas's red gate, all soft and boggy land paved and blinded. Finished and approved, and payment ready in Bank.	
40 0 0 (Sec. 4.)	From Nicholas's red gate to beginning of made road 119½ chains, clearing all fallen timber, live and dead scrub, 100 feet wide. Finished, approved, and payment in Bank.	
120 0 0 (Sec. 5.)	From the beginning of made road to Barrén Plains Creek 40 chains, filling up the lower side of the cart road to make it 16 feet wide, and blinding it; drains and table drains where required; clearing all fallen timber, live and dead scrub, 100 feet wide. Finished and approved, and payment in Bank.	

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 120 0 0 (Sec. 6.)	From Barren Plains Creek to Downie's gate on top of Tier, 81 chains, clearing all fallen timber, live and dead scrub, 100 feet wide, stoning and blinding, and grubbing trees where necessary, a cart road 18 feet wide, table and side drains where required. Nearly completed.	
36 10 0	584 rods draining on Downie and Maclanachan's land, Barren Plains. Nearly completed.	
26 0 0	Two large table drains on Downie and Maclanachan's land. Work progressing.	
2 2 0	Mr. Jackson's account, laying out drains.	
60 0 0 (Sec. 1.)	New road round N.E. side of Great Lake. From Tod's corner to Headlam's hut, 287 chains 45 links, clearing all fallen timber, live and dead scrub, 100 feet wide. Contract taken 22nd June, 1866.	
40 0 0 (Sec. 2.)	From Headlam's hut to Boggy Marsh gate, 295 chains 13 links, same work as last. Contract taken 22nd June, 1866.	
50 0 0 (Sec. 3.)	From Boggy Marsh gate to Flexmore's gate, 185 chains 57 links, same work as Sections 1 and 2. Contract taken 22nd June, 1866.	
30 0 0	Boggy Marsh Creek Bridge. Contract taken 22nd June, 1866.	
20 0 0	Flexmore's Creek Bridge. Contract taken 22nd June, 1866.	
52 3 0	Mr. Jackson's survey of the said new road, 12 miles, with connecting angles through private property, and plans and specifications of the above bridges.	
47 17 0	Balance towards stoning new road when cleared.	
5 0 0	Stationery and petty expenses.	
254 1 7	Balance belonging Main Trunk Road for paying, blinding, and bridge across the Shannon, which can only be done during the summer. Last summer gone before approval.	
<u>£1083 13 7</u>		

J. MACLANACHAN, *Chairman of the Board.*

7th July, 1866.

LAUNCESTON. (*Police District.*)

75 0 0	Clearing and forming 23 chains of the Fingerpost Hill Road to Piper's River.	This road leads to extensive settlements on Piper's River, and is the direct route from Launceston to the North Coast at the Little Forester River and Bridport. The work was most urgently required.
40 0 0	Clearing 131 chains of road	This road, connecting Launceston with the Public Works Road to Scottsdale and Ringarooma, is almost impassable in winter. It is of the utmost importance to these Districts that it should be repaired, and these works will greatly improve some portions of the road.
44 3 0	Draining ditto with cross drains	
68 6 0	Clearing 190 chains of road	
65 8 0	Draining ditto with cross drains	
21 15 0	Sidecutting 14½ chains	
49 14 2	Forming and metalling 10 chains	
19 0 0	Repairs to Bridge over Patersonia Rivulet	Part of the road from Launceston to Scottsdale and Ringarooma, extending from the Water Works Reserve to the point of commencement of the Public Works Road, a distance of 321 chains.
8 0 0	Bridge over Creek in Patersonia Village	
4 0 0	Bridge ditto ditto	
30 0 0	Sidecutting and causeway on the road to Whisloka, North Esk.	On the road to the Upper North Esk River, where a good deal of Crown Land has recently been sold. The road in its former state was very bad.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 24 16 3 30 0 0	Clearing 99 chains on the road to Whisloka. In aid of a new bridge over the Distillery Creek.	This bridge, connecting an important agricultural locality with the road to Launceston, had broken down and was impassable. It also connects the Paterson's Plains and White Hills Districts with the East Tamar. The Road Trust supplemented the amount with about £20.

The items above show the Contracts already entered into or completed. Some of the works recommended in the Report of the Board have not yet been tendered for, owing to disputes among the Settlers in the locality concerning the particular road to be proclaimed a cross road.

JAMES R. SCOTT, *Chairman Launceston District Board of Works.*

18th June, 1866.

LONGFORD.

81 11 5 0 4 6	Bridge over Herbert's Hollow.	The communication between Longford, Bishopsbourne, and Carrick is thereby kept open during floods.
<u>£81 15 11</u>		

This work really cost £103 10s. 6d. The balance was contributed by the Road Trust.

GEORGE GIBSON, *Chairman Board of Works.*

Longford, June 8th, 1866.

MORVEN.

240 0 0 7 4 0 1 7 6 3 15 3 0 12 2	Bridge across the Nile near Deddington. Plan and specification for the above. Advertising for Tenders. Paid Road Trust to aid in forming, draining, and gravelling 20 rods of road near Deddington. Stationery.	The advantages accruing to the District are simply that if this Bridge had not been erected by the means at the disposal of the Board of Works, the Road Trust must have undertaken it, and an additional assessment would have been levied to meet the cost. The inhabitants have therefore not only been saved the cost of the Bridge, but from the work having been carried out at a proper season, no inconvenience was felt by the people from the temporary stoppage of the traffic.
<u>£252 18 11</u>		

JOHN RALSTON, *Chairman.*

19th June, 1866.

NEW NORFOLK.

40 17 8 68 10 0 68 10 0	Improvement of road between New Norfolk and Bridgewater. Contract completed. Cutting down Barker's Hill at Macquarie Plains, and filling up approach thereto. Contract completed. Cutting and forming road at Dry Creek Hill, between New Norfolk and Salmon Ponds. Contract unfinished.	The whole of these works tend materially to facilitate the transit of produce to market.
<u>£177 17 8</u>		

W. A. B. JAMIESON, *Chairman Board of Works, 1866.*

NORTH WEST BAY. (*Portion of the District of Hobart Town.*)

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 16 5 0	Constructing a bridge across the Snug River.	This work has opened up communication between Oyster Cove, the Snug, and Margate; will be a great advantage to residents at the Snug, in assisting them to cart their produce to the water's edge for shipment to Hobart Town.
18 15 0	Cutting the road between the Snug and Margate.	The advantage of this cutting, in conjunction with the above bridge, will be equally felt by the residents of Oyster Cove, the Snug, and North West Bay.
37 0 0	Reducing a hill between Margate and Kingston, called the Doctor's Hill.	The advantages of this work will be to enable the residents of North West Bay to get to market with their produce quicker, also to take heavier loads.
10 0 0	Continuation of cutting of the Doctor's Hill.	The advantage to be derived from this work as above.
10 0 0	Repairs to Tinder-box Bay Road.	Will be a great advantage to the residents of Tinder-box, also Bruni Island, in facilitating the delivery of post.
5 9 0	Making two culverts, cutting, draining, and levelling the road between North West Bay and the Snug.	Will greatly facilitate the transit of fruit and all produce sent from the Snug to Hobart Town.
2 14 0	Cutting a drain at the Snug Hill.	Will greatly improve the road in that locality.
0 8 0	Advertising for Tenders.	
1 13 4	Ditto.	
0 15 0	Ditto.	
<u>£97 19 4</u>		

W. E. BAYNTON, *Chairman North West Bay Board of Works.*

OATLANDS.

52 0 0	On Rumney's Hut Road, in making culverts and metalling, cutting, and forming on different parts of the road.	General improvement of the road.
205 0 0	Queen Anne-street, metalling and forming.	General improvement of the street; which street forms the outlet of the Township of Oatlands towards the Eastern Marshes and Rumney's Hut.
22 10 0	Ford at the Coal River.	To improve the crossing between Rumney's Hut and the Bluff.
76 10 0	Between Jericho & Jerusalem, metalling, draining, and making a stone crossing over the marsh.	General improvement of road.
209 0 0	Eastern Marshes Road, draining, metalling, making small bridge, and culverts in several places on the road.	General improvement of road.
3 18 0	Advertising.	
7 10 0	Clerk's Salary.	
0 11 2	Stationery.	
<u>£576 19 2</u>		

The above-mentioned total sum of £576 19s. 2d. was expended by the end of June, 1866, since which time work to the amount of nearly £400 has been nearly completed.

JOHN L. B. TABART, *Chairman of the Board of Works for Oatlands.*

PORT SORELL.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 30 2 0	Clearing two miles of the main line of road between the Forth and Leven.	This road will be a continuation westerly of the proposed new line from the Tamar to Green's Creek, as surveyed by the Government, and provided for in the moneys voted by Parliament for Reproductive Works. The portion now in course of formation near Latrobe will also be an improvement upon the present road from Latrobe to Deloraine, as soon as a branch line is run through the "Sassafras" to the Deloraine side of the "Deep Cutting," thus avoiding the steep hill at the latter place.
138 14 0	Replanking and general repairs to the Mersey Bridge at Latrobe.	
539 16 7½	Clearing Road from Latrobe to Green's Creek, levelling and forming portion of same with an overseer and gang. Particulars in accompanying plan.	
90 8 10	Paid to Mr. District Surveyor Dooley for survey, plans, and sections of road from Green's Creek to Ulverstone.	

JAMES FENTON, *Chairman Port Sorell Board of Works.*

RICHMOND.

12 0 0	For gravelling a portion of the main road from Richmond to Risdon one foot thick on crown to six inches at each edge; viz.,—from Lowe's Bridge to Malcolm's Huts.	These works are of vital importance to the community, in keeping open the main lines of communication with the metropolis, and facilitating the transport of the products of the district to market.	
4 10 0	For repairing with gravel ditto ditto from Lord's Bridge to bend nearest Richmond.		
8 0 0	For covering with gravel about 15 chains of pavement on same road, and cutting a table drain on upper side thereof.		
4 0 0	For falling trees on side of same road half a chain wide (Richmond side of Grass Tree Hill).		
5 0 0	For ditto ditto one chain wide (Risdon side of Grass Tree Hill).		
6 0 0	For repairing a culvert (on same road).		
26 8 0	For metalling 122½ chains of same road.		
1 10 0	For gravelling two bridges, and repairing a culvert on same road.		
3 15 0	For repairing a piece of road near Risdon.		
1 2 6	For sundry repairs on same road.		
26 0 0	For building a bridge on Kangaroo Point Road and making the approaches to same, &c.		
25 0 0	For falling trees and clearing a roadway fifteen feet wide on road from the Bluff to Richmond.		This work is a great boon to a large number of small settlers who have recently located themselves on Crown land at the Bluff in opening a road for them to market, and will no doubt be the means ultimately of leading to the disposal of a considerable area of Crown land.
£123 6 3			

Pro Chairman of Board of Works,

J. GRIFFITHS, *Secretary.*

ROSS.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. Nil.	Nil.	The amount placed at the disposal of the Board of Works for this locality has not yet been expended, in consequence of the whole of our available labour during the last year, and up to the present period, having been fully employed by the Road Board of Ross, and the Board of Works and Road Board Campbell Town; and the amount to be expended by this Board being so small, say £50, it was thought that foreign competition would be so uncertain as to leave the Board entirely in the hands of Contractors. Several of our best contractors will be disengaged within the present month, and it is intended to take up the work already approved by the Governor in Council, as well as any other work that may subsequently have his approval.

ADAM JACKSON, *Chairman Board of Works, Ross.*

10th July, 1866.

SORELL.

265 0 0	Bridge at the Carlton River, the Falls, wooden, sawn timber, two arches 96 feet long; two arches with forcings 47 and 37 feet in sides.	This Bridge, when erected, will admit at all times of easy access to the settled parts of the District from Forestier's and Tasman's Peninsulas. The Mail Service will not be impeded as hitherto, nor will the settlers in carrying on their business avocations. The value of crown land will be considerably increased.
235 0 0	Bridge over River leading to Wattle Hill and East Coast, wooden, sawn timber 92 feet long, raised upon piles, and three arches with forcings on each side.	This Bridge, when erected, will be of incalculable advantage to the numerous residents on the Ironstone Rivulet, and between Sorell and the East Coast. Communication will no longer be delayed. The crown land at the Carlton Scrub, the Seven-mile Scrub, and towards the Coast will be much enhanced.
255 0 0	Bridge over River leading to Forcett, Carlton, Bream Creek, and the Peninsula.	This Bridge, when finished, will be of great utility; its advantages will be very considerable, making postal communication sure; the easy, ready and rapid mode of the transit of produce certain. The crown land that leads to it will be greatly raised in value.
12 10 0	Bridge at Tanner's Creek, wooden, sawn timber 90 feet long, and 38 and 39 feet of forcing, three arches.	This work is completed, and is passable at all times for stock; it is on the direct road from Sorell to Bream Creek, where numerous people have lately located themselves, and more likely to do. Travellers now can make certain of reaching their destination.
15 0 0	Bridge at the Upper Carlton River.	This Bridge is finished; its advantages are very great, and will be always looked upon as a great boon by people having to travel that way. No longer will it be necessary for them to wait the subsiding of a flood, or make a circuit of a great many miles. These two small Bridges were necessary to continue the communication which the large ones opened up, and which residents of the East Coast, Beau Creek, &c., will not fail to appreciate. When the Sorell Causeway is made, the whole of these Bridges, as chains of communication to it, will be doubly valued and appreciated.
13 7 6	Plans and Specifications of Bridges, from Public Works Department.	
0 17 10	Books, &c.	
0 12 0	Advertising for Tenders, <i>Herald</i> .	
0 16 6	Ditto, <i>Mercury</i> .	

GEO. MARSHALL, JUN., *Chairman Sorell Board of Works.*

12th July, 1866.

SPRING BAY.

<i>Amount expended.</i>	<i>Nature of Work.</i>	<i>Remarks as to Advantages accruing to District from this Work.</i>
£ s. d. 487 10 6	About 2 miles of new road has been cut and made from 18 to 20 feet wide; other parts of the old road widened to 18 feet, hills cut down and levelled, substantial bridges and causeway are in the course of erection, and other portions of the road cleared 33 feet wide.	By the performance of this work a road within Six months will be opened to the public generally, from the new bridge at Prosser's River to the Township of Buckland, by which the settlers at Prosser's Plains will be enabled to bring their produce to the coast, and the general traveller will be able to proceed to Hobart Town and avoid the present dangerous crossings of the Prosser's River.
407 17 10	About 10 miles of road from the Rocky Waterholes to the Township of Triabunna has been cleared from all timber and obstructions to the width of 50 feet, several cuttings effected, substantial bridges, culverts, and causeways erected, the road levelled, holes filled up, and stones removed.	In the amount expended on this line, a good level road has been opened out 50 feet wide from Ravensdale, Little Swanport, to the Township of Triabunna, enabling travellers from Glamorgan and the East Coast to arrive at Spring Bay by an open and direct route to Hobart Town.
32 8 6	This sum has been expended under the head of contingencies for stationery, superintendence of works, plans, &c.	
11 14 3	Balance in hand.	
<u>£939 11 1</u>		

GEORGE RUDD, *Chairman Board of Works, Spring Bay.*

14th July, 1866.

WESTBURY.

240 0 0	Constructing a Bridge over the Meander River, at a spot known as Bill Knight's Basin.	This Bridge has been completed, and is an excellent structure erected for the purpose of facilitating communication. It is most advantageous to the residents on the north side of the Meander, and to the community generally, being above the influence of floods. The Westwood Road Trust contributed £250 towards building this Bridge, derived from the Trust Funds and from private Subscription.
17 11 1	Constructing a Bridge over a dangerous creek, known as Brushy Creek, in the Parish of Selbourne.	Formerly there was a Bridge here, which was accidentally destroyed by fire, thus cutting off communication with the settlers beyond in the winter season.
19 10 10	Fencing, clearing, and draining a road leading from the main road between Westbury and Deloraine, recently erected, in the vicinity of the Village of Exton.	The Exton Bridge was erected last year, at an expense of about £300 to the residents in the Vicinity. The work has been well done, and is most advantageous to the residents on the north side of the Meander, as also to the Village of Exton, and all owners and occupiers of land in the neighbourhood, besides opening up a large extent of crown land.
13 4 7	Clerical assistance and Advertising.	
<u>361 6 6</u>		

The Sum of £7 4s. 7d. remains due to the Board.

JOHN PEYTON JONES, *Chairman.*